MATTIE ROAD ANNEXATION

Specific Plan

Final Approvals Granted by the Pismo Beach City Council
on May 19, 1992 and June 2, 1992

(Resolution R-92-50; adopted May 19, 1992)

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Appendix E- An Ordinance of the City Council of the City of Pismo Beach Amending Chapter 17 of the Municipal Code (Zoning Ordinance and the Local Coastal Program Implementation Measures) to incorporate standards for the Annexation Territory commonly referred to as the "Mattie Road Annexation Specific Plan Area", a 115 acre area located on Mattie Road, APN's 79-231-04 and -05; 79-221-04, -05, -06, -07, -09, -10 and -11.

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Section 1.0 - INTRODUCTION

1.0 - INTRODUCTION

1.1 Purpose of the Specific Plan: This Specific Plan has been prepared to satisfy City of Pismo Beach standards requiring such a Plan prior to annexation and development of the properties designated herein as the "Mattie Road Annexation Specific Plan" properties. This Specific Plan (or "Plan") has several advantages over other legislative or regulatory devices available to public agencies in that a bridge between policy decisions and implementation of those policy considerations can be presented in one document, detailing a clearer and often more responsive set of criteria for development of property in areas of a community where such detail is warranted.

Authority for the preparation and adoption of a Specific Plan is found in Government Code Sections 65450 - 65457. Generally, this Plan contains text and diagrams sufficient in detail to illustrate land use patterns, listings of public and private infrastructure required for the project, standards and criteria related to the physical development of the site, and implementation measures by which the Specific Plan will be used. A Specific Plan must also further or advance General Plan/Local Coastal Program (GP/LCP) goals and objectives as well as provide the basis for an Environmental Determination by the adopting agency consistent with the California Environmental Quality Act (CEQA). This Specific Plan accomplishes these State law objectives and constitutes a schematic plan for the development of the Mattie Road Annexation Specific Plan properties.

This Plan is a set of detailed guidelines for the land use and development for the property proposed for annexation into the City of Pismo Beach. This Plan will serve as an implementation tool of the General Plan/Local Coastal Program.

1.2 Format of the Specific Plan and Related Documents: The properties comprising the Mattie Road Annexation territory are nine (9) separate parcels totalling 115.08 acres. Because individual

annexation and development of these parcels could result in an uncoordinated improvement, without the benefit of planned utility and circulation interconnections, consistent land use and development standards, and other cohesive criteria for the improvement of the properties, the requirement for a coordinated Specific Plan over the entire annexation territory has been prescribed by the City.

In addition to the Specific Plan an Expanded Initial Environmental Study, an LCP Amendment, and an application to LAFCo for annexation of the properties has been prepared.

The Expanded Initial Environmental Study (or "Initial Study") describes an inventory of environmental conditions prevalent on the Mattie Road Annexation properties, and evaluates the environmental consequences of annexation and development of the territory. The Initial Study forwards recommendations for environmental mitigation measures that, if incorporated into the Specific Plan and development entitlements for the sites, should mitigate any potentially adverse environmental impacts to a degree of insignificance.

An LCP Amendment is required to amend the Pismo Beach Local Coastal Program. This amendment is embodied in this Specific Plan itself, and will be transmitted to the Coastal Commission for approval of the pre-annexation development criteria of the property. Findings of consistency for the LCP provisions to be applied to the territories comprising this area are also included in this document. Sections of the Specific Plan which are subject to certification by the Coastal Commission are noted accordingly at the beginning of each section of the Specific Plan.

Sections of this Plan are cross-referenced to the City's LCP with the following notation "(GP/LCP ____)". These are identified as well in Appendix "A".

The LAFCo Application document contains the materials summarized from the Specific Plan that relate to an application for annexation of the territory to the San Luis Obispo Local Agency Formation Commission. Because portions of the sites proposed for annexation are currently located outside the approved Sphere's of Influence and Service for the City of Pismo Beach, actions to amend these lines must be taken in conjunction with the annexation of the properties as well. This document will be used to consider and take action on the Sphere amendments and annexation of the Mattie Road properties to the City of Pismo Beach.

1.3 Description of Planning Area: The Mattie Road Annexation Specific Plan Area is located adjoining the GP/LCP designated Freeway Foothills Planning Area. The Specific Plan area consists of nine separate parcels totaling 115.08 acres (Map 2). The Specific Plan area is bordered on the east, west, and south by the City of Pismo Beach. The site is presently situated in the County of San Luis Obispo territories located to the north of the City along this area. The present Urban Service Line (Map 4) of the City of Pismo Beach divides the project area along the 200 foot elevation line.

The Freeway Foothills Planning Area lies on a marine terrace on the lower slopes of the Santa Lucia Foothills bordering the inland side of Pismo Beach. The annexation and project site is composed of open grassy terraces sloping upward into the steeper chaparral-covered foothills that face the Pacific Ocean. The upper portions of the annexation territory rise as high as approximately 900 feet above sea level. Portions of the upper site areas are located along and behind the upper ridge line of these coastal foothills.

The surrounding Freeway Foothills Planning Area consists of the Spyglass Ridge project area to the northwest and McLintocks Saloon, Mattie Road Plaza and the Baycliff Village residential condominium project to the southeast. To the south of the site, immediately across U.S. Highway 101, is the Shell Beach Planning Area. Steep terrain used for agricultural grazing borders the north

side of the Mattie Road Annexation territory. (Text of GP/LCP; p. III-95, -96, -105; p. IV-157, -158).

1.4 Summary of Specific Plan Policies: The objectives and requirements for the Mattie Road Annexation area are essentially established by the City of Pismo Beach in its General Plan/Local Coastal Program. Since the Mattie Road Annexation project is located in the center of the Freeway Foothills Planning Area, the GP/LCP requires that the area be developed under a maximum of three Specific Plans, one for each of the three geographically separate subareas presently existing within the planning area. Annexation of the subject Mattie Road properties would create the fourth subarea within the planning area. By virtue of the fact that the annexation territory would be incorporated within the Freeway Foothills Planning Area, the existing GP/LCP standards have been utilized to guide the preparation of this Specific Plan. Future development under this Specific Plan shall be consistent with the GP/LCP.

The Specific Plan has been developed under and responds to the following policies as set forth by the City of Pismo Beach GP/LCP for the Freeway Foothills Planning Area:

a. Land Use: Limited Medium Density Residential. Maximum density of 8 units per acre. Limited Commercial uses.

b. Zoning: Planned Residential (P-R). Requires Specific Plan approval prior to annexation and development. Zone allows greater flexibility in site planning for the project. Open Space Recreational (OS-R) and Commercial (C-1) zones are established as well.

c. Site Density Calculations: Areas below 30% slope and below the 250 foot elevation may be used to calculate the maximum permitted number of residential units.

No other areas on the site are permitted to be calculated in the density computations.

Residential Area: 29.09 acres
Commercial Area: 1.20 acres

d. All Development Located Below the 200 Foot Contour: The present GP/LCP limits developable areas in the Freeway Foothills Planning Area to acreage located below the 200 foot contour, although for the purpose of calculating densities, acreage up to the 250 foot contour is used.

e. Maximum Number of Residential Units Allowed: The maximum number of dwelling units permitted per parcel is presented in Table 3-A of this Plan (Page 51). In summary, the maximum number of total units for the Specific Plan area is set at 231.

It should be noted that these figures were derived at based on slope studies conducted during the preparation of this Plan. More detailed slope analyses will be required for each subdivision or development proposal as they are presented for City review. These studies will be used to more precisely define slope conditions, and thereby set residential densities following the 8 units per acre maximum density.

1.5 Summary of Specific Plan Provisions: As recommended by the Pismo Beach General Plan/Local Coastal Program (GP/LCP) (Policies SPQ-1 through SPQ-4), the planning area will consist of residential units clustered at the base of the foothills. In addition, a 1.20 acre commercial site will be located adjacent to the existing commercial property which is south of the plan area.

As required by the GP/LCP, the Development Plan (Map 9) shows all residential units to be clustered on the lower slopes of the site, on land located below the 200 foot contour, and below slopes in excess of 30%. As required by the Pismo Beach LCP, no structures are proposed within the 50 foot wide visual setback that adjoins Mattie Road. The areas with slopes in excess of 30% are to be retained as visual open space. Additional private open space and recreational areas are included within the developed area for use by the residents. The Development Plan (Map 9) and other graphic maps and plans presented herein shall be considered illustrative site plans, and not a regulatory description of exact lot and/or building footprint locations. The Planning Commission shall review and may approve footprint and lot layouts that differ from these illustrative plans. A Specific Plan amendment would be required to amend land use designations, land uses, or road (except for temporary roads) and utility configurations that are represented on the illustrative site plan.

For the portion of the Plan area which specifies types of structures, a series of single family, duplex and attached condominiums are proposed. One-story flats and three-story carriage units will be sited and detailed to provide a varied streetscape.

Buildings shall be sited to utilize natural topography with a minimum of environmental disturbance. Structures will step up the site to provide ocean views for the residents.

Landscaping will soften the view of the project from the highway, while creating vistas for the residents. Open space will be used for recreation and environmental conservation purposes.

The circulation improvements include the development of interior streets, guest parking facilities, pedestrian paths, and emergency vehicle access to all structures. All street improvements for individual developments will be privately maintained through Homeowners' Associations. No private access gates will be

permitted within the Mattie Road Annexation projects. Improvements along Mattie Road have been previously completed by the Mattie Road Assessment District.

Water and sewer service systems provided by the developer will extend from the City's present facilities. All power, gas, phone, and television cable lines will be placed underground within the subdivision.

The provision of "affordable" housing units within the project shall be consistent with City standards and regulations in effect at the time of individual subdivision applications.



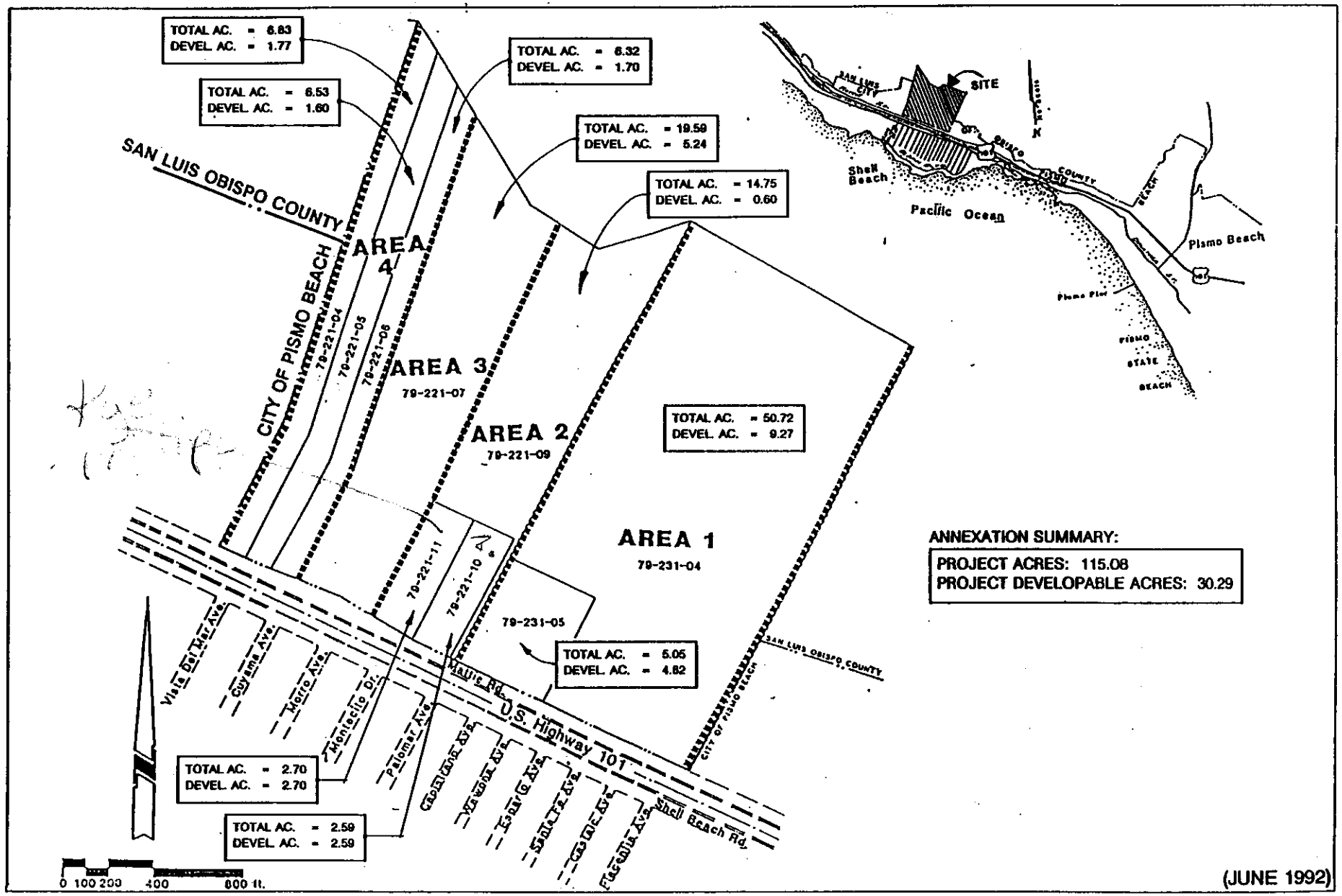
MAP 1

AREA PHOTOGRAPH

MATTIE ROAD

ANNEXATION SPECIFIC PLAN

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MAP 2

VICINITY MAP AND AREA DESIGNATION

MATTIE ROAD
ANNEXATION SPECIFIC PLAN

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Section 2.0 - LAND USE PLAN

2.0 - LAND USE PLAN

2.1 Existing Land Use and Zoning Designation: The Mattie Road Annexation Specific Plan area is currently located outside of the City limits of Pismo Beach. Under the jurisdiction of the County of San Luis Obispo, this property has a land use and zoning designation of Agriculture. Current uses on the property include three residential structures. One of these residences (located in Area 2, APN 79-221-10 on Map 2) was identified by the County Historical Society during review of the Expanded Initial Environmental Study as a locally significant building. This house, moved to its present location when the freeway was constructed through the area, was constructed by the daughter of John Michael Price, founder of Pismo Beach, in 1905. Efforts directed at relocating this house to the Price Historical Area of Price Canyon are noted under Section 3.5 of this Plan. Also, the Mattie Road Annexation site has been periodically grazed by cattle.

The Specific Plan area is partially within the County-adopted Sphere of Influence Boundary for the City of Pismo Beach. The Urban Service Line for the City of Pismo Beach separates the south third of the property from the northern portion. Also, the Coastal Zone Boundary bisects the subject property near the northerly ridge line (See Map 4).

2.2 Surrounding Land Use Designations and Zoning: The adjacent properties to the east, west, and south of the Mattie Road Specific Plan area are within the City of Pismo Beach. The property to the west consists of the Spyglass Ridge Residential Development. This area is designated Limited Medium Density Residential under the GP/LCP, with the north half of the site, rising near the ridgeline, designated as "Open Space".

This Limited Medium Density Residential designation allows for up to 8 units per acre. The Spyglass Ridge area is zoned Planned Residential (P-R).

The land to the southeast consists of the McLintocks Restaurant, Mattie Road Retail Plaza and the Baycliff Village residential project, designated Limited Medium Density Residential and Open Space. These areas are zoned C-1 and P-R, respectively. To the south is U.S. Highway 101. Across the highway is the main section of Shell Beach which consists primarily of commercial and medium density residential developments. To the north of the Specific Plan area are lands designated agriculture, which are within the jurisdiction of the County of San Luis Obispo. These lands are primarily used for cattle grazing.

2.3 Specific Plan Land Use Designations and Zoning: The City of Pismo Beach has identified the Mattie Road Specific Plan area in its General Plan as a potential annexation site since 1981. This annexation will require a series of public agency approvals by the Pismo Beach Planning Commission, the Pismo Beach City Council, the California Coastal Commission, and the San Luis Obispo County Local Agency Formation Commission (LAFCo). These actions vary by agency and will include annexation, general plan amendment, local coastal program amendment, zone change, specific plan, coastal permit, subdivision and conditional use permit approvals.

The Mattie Road Annexation Specific Plan area is referred to by the City of Pismo Beach General Plan as part of the Freeway Foothills Planning Area (GP/LCP; pg. II-6). Within this Planning Area, there are approximately 145 acres of land which consist of relatively flat areas of slopes with gradients of 30% or less. 37.55 acres of land in the Mattie Road Annexation Specific Plan area have slopes with gradients of less than 30%. Residential use will be located adjacent to the Mattie Road area (30.29 acres), at the lower coastal foothills base of the subject property. A 1.20 acre Retail Commercial land use is provided within the 30.29 acres at the base of the Annexation territory in the lower slopes area. The "net" acreage therefore available to calculate residential densities equals 29.09 acres. At a

Limited Medium Density Residential land use category, the maximum residential units that may be located on the Mattie Road Annexation Specific Plan properties would be 232.8 units. Due to rounding, a maximum assignment of 231 units is presented. The individual breakdowns for each parcel of the Specific Plan area are presented in Table 3-A of this Plan (Page 51).

Upon completion of the annexation of the subject property to the City of Pismo Beach, the land use designations of the property will be changed from Agriculture to Limited Medium Density Residential, Retail Commercial, and Open Space. The Zoning designation will be Planned Residential (P-R), Commercial (C-1) and Open Space (OS-R). As proposed in this Specific Plan, this density could result in a maximum of 231 residential units on 29.09 "net" acres. Approximately 1.20 acres are proposed for commercial development adjacent to the McLintocks Restaurant and Mattie Road Plaza commercial expansion. This Plan will allow development of approximately 16,000 square feet of commercial space in the C-1 zoned area.

a. Planned Residential (P-R) Zone: The Planned Residential Zone designation is intended to facilitate flexibility in the design of a community, while avoiding disturbance of environmentally sensitive areas. This document proposes that the Mattie Road area have a land use density of 8 units per acre calculated on the 29.09 "net" acres located below the 30% slope limit and below the 250' contour. Compliance with the detailed standards of Planned Residential zoning are addressed in Appendix B of this Plan.

b. Retail Commercial (C-1) Zone: The proposed 1.20 acre commercial site, located in the southwest corner of the Specific Plan area, is adjacent to the existing commercial developments. This commercial

development is approximately 16,000 square feet of floor area. The uses proposed would potentially serve residents as well as tourists visiting the area.

c. Open Space (OS-R) Zone: This 84.79 acres of the Specific Plan area shall be zoned open space recreational. Additionally, a permanent open space easement shall be recorded over the open space area above the 200' contour.

2.4 Overlay Zones: In addition to the zoning designations of P-R, C-1 and Open Space, the site is affected by eight additional overlay zones outlined in the City's Zoning ordinance. The following are brief statements of the intentions of these zones and the way in which this Specific Plan satisfies the requirements of each zone.

a. Architectural Review (AR) Overlay Zone (Zoning Ord. 17.069.101): The purpose of this zone is to "Maintain and enhance the character, integrity and visual quality of designated planning areas" in the City of Pismo Beach. This overlay zone has a specific statement addressing the Freeway Foothills Planning Area (Criterion #6):

> "In the Freeway Foothills Planning Area, structures shall be constructed with substantial setbacks of upper floors to reduce the appearance of bulk."

The Mattie Road Annexation Specific Plan Development Plan (Section 3.0) incorporates substantial setbacks of upper floors into the design of the buildings. The split-level townhouses proposed for part of the site are designed to reduce the bulk of this multi-tiered development. Both the village style of architecture and the layout of residential units

combine to meet the intent and purpose of the AR overlay zone.

b. Hazard and Protection (H) Overlay Zone (Zoning Ord. 17.078.010): This overlay zone sets limitations and requirements for protection of hillside areas and minimization of potential damage resulting from grading. All development on slopes of 10% or greater must meet the standards and criteria of this overlay zone. This Specific Plan meets the general provisions of this overlay zone by prohibiting grading on slopes of 30% or more. The detailed standards of the Hazard overlay zone will be more thoroughly presented and reviewed as a part of the tentative tract map process for each project. The standards of the Hazard overlay zone are, where applicable, incorporated by reference as they relate to the implementation of this Specific Plan. (GP/LCP Policy S-7; Program S-10).

c. Height Limitations (HL-5) Overlay Zone (Zoning Ord. 17.081.010): The purpose of this overlay zone is to restrict maximum building heights, to preserve access to scenic views and vistas and to maintain appropriate physical bulk and scale relationships in selected areas of the City. This overlay zone has detailed standards for the Freeway Foothills Planning Area (Criterion #5):

> "In the Freeway Foothills Planning Area, heights of structures shall not significantly detract from views of coastal landforms. Structures shall be limited to three levels above existing grades as of January 23, 1981, and limited to 25 feet in heights above existing grade at any point."

This Specific Plan's Development Plan and Regulations (Section 3.0) states that no structure shall exceed 25 feet in height from existing grade, and therefore meets the intent of the Height overlay zone.

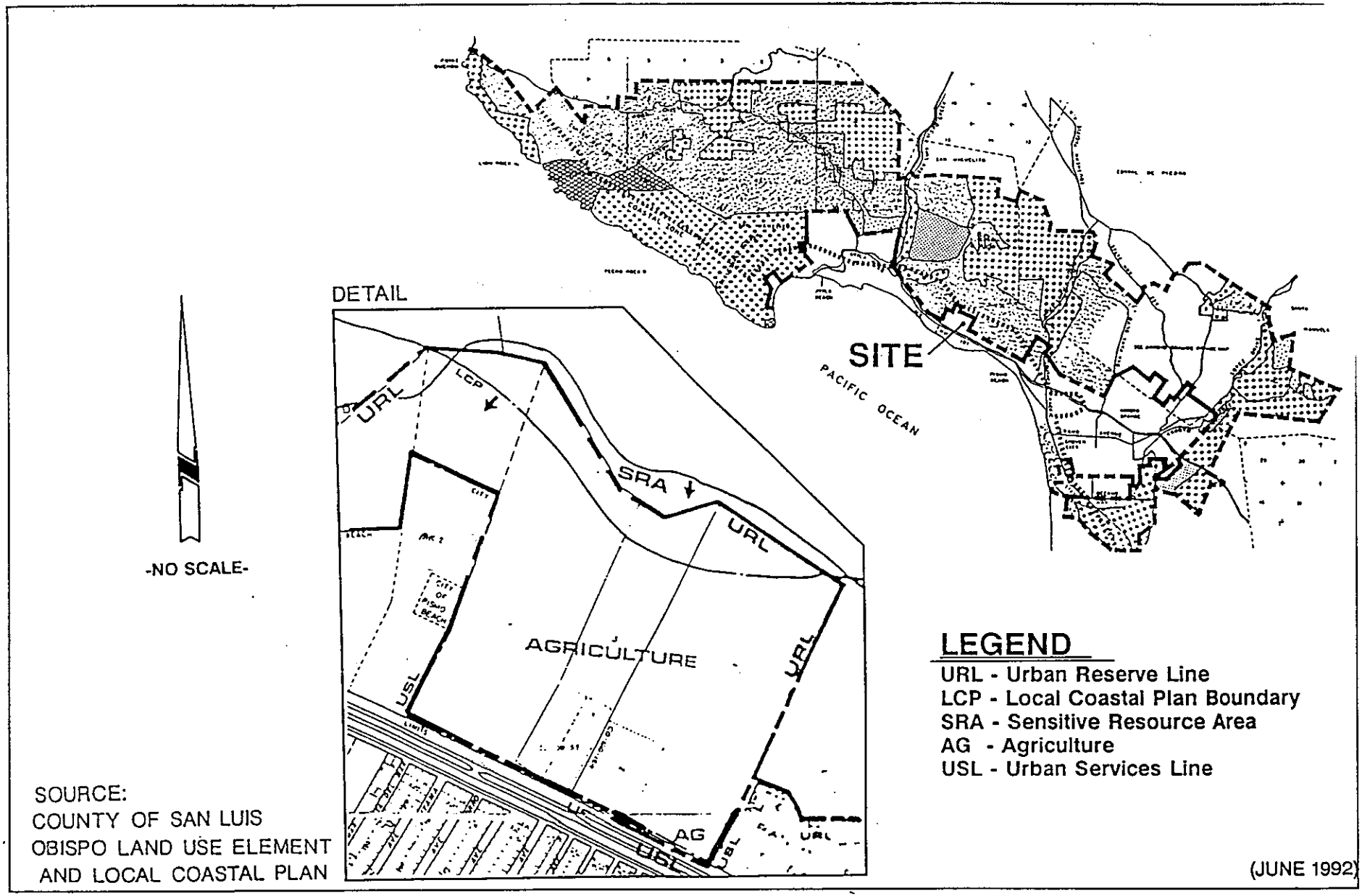
d. Noise (N) Overlay Zone (Zoning Ord. 17.084.010): The purpose of this overlay zone is to protect noise sensitive areas from excessive noise levels. The major source of noise affecting the subject site is U.S. Highway 101. Excessive levels of noise from this source will be mitigated by the creation of a 50 foot wide landscaped and bermed noise buffer between Mattie Road and the proposed developments. Acoustical Engineering analyses will study noise levels and present recommendations and requirements for individualized mitigations with applications for construction. Acoustical construction techniques shall be employed in the building design to further reduce the impact of exterior noise. With these design features this Specific Plan meets the intent of this overlay zone. (GP/LCP Program S-52; S-56; S-58).

e. View Considerations Overlay Zone (Zoning Ord. 17.096.010): This overlay zone is intended to protect the visual quality of the Freeway Foothills Planning Area. In Criterion #6 it states the following:

> "In the Freeway Foothills Planning Area, all development shall be built on or into existing grades. Residential units shall be clustered and located off the tops of ridges, knolls and hummocks a sufficient distance to retain the silhouette profile of the topographic features".

Cluster development is proposed on the site. It will be restricted to areas below the 200 foot contour and on slopes with gradients of less than 30%. Structures will not be built on ridges, knolls, or hummocks. Existing grades prior to site grading will dictate placement of structures to be set into hillsides, without exceeding 25 feet in height above existing grade. Criterion #6 provides detailed standards for the density and type of development in the Freeway Foothills area. With these standards incorporated into the Specific Plan, the intent of this overlay zone has been satisfied.

f. Visitor Serving Overlay Zone (Zoning Ord. 17.099.010): The City of Pismo Beach is endeavoring to strengthen commercial activity by allowing coastal-dependent attractions in this zone. Commercial uses compatible with surrounding residential development in the Freeway Foothills Planning area may be permitted with City approval. Approximately 1.20 acres of land in the southeastern portion of the Mattie Road Annexation site has been set aside for possible future commercial use. This proposed commercial parcel meets the intent of this overlay zone.



MAP 3

SLO COUNTY LAND USE ELEMENT

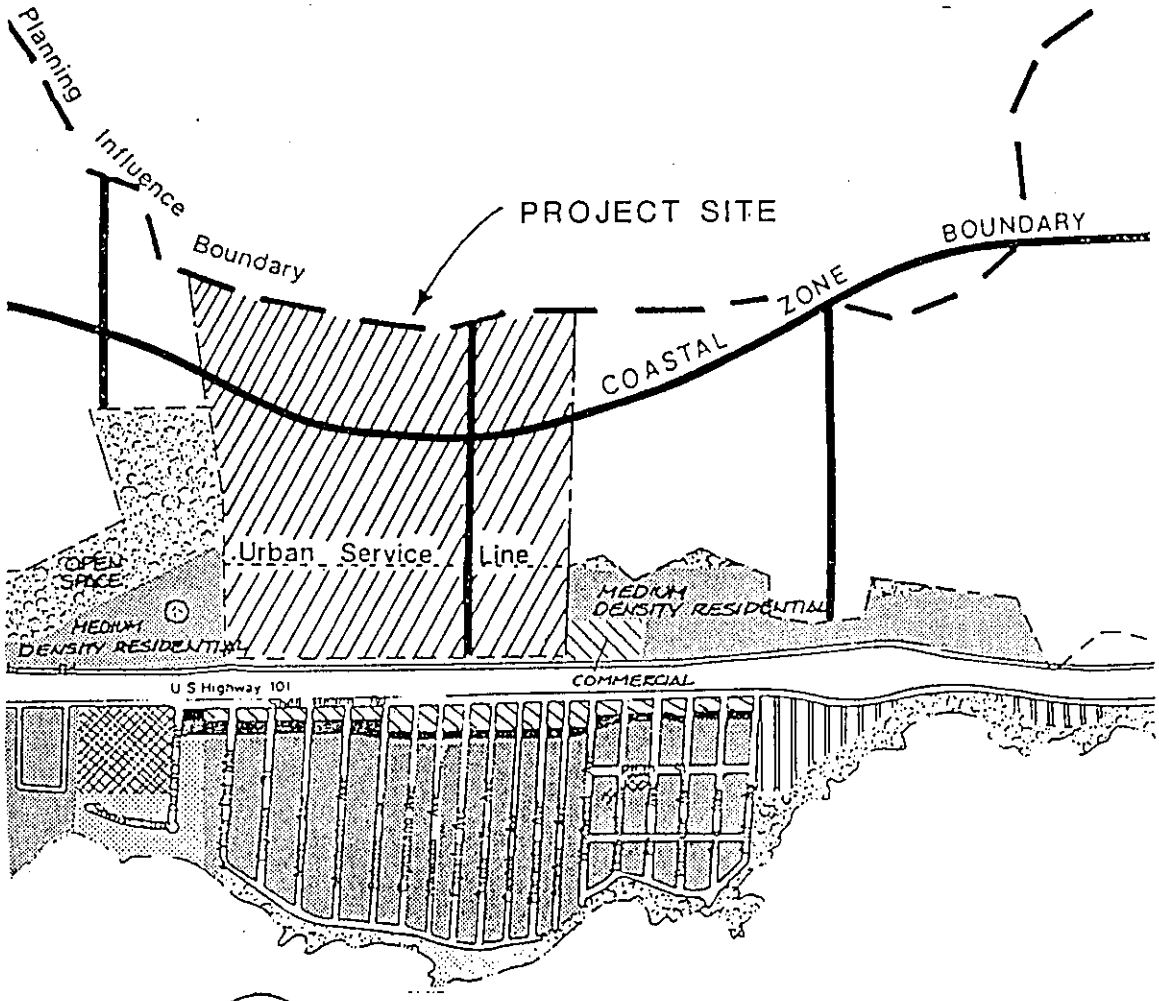
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ANNEXATION SPECIFIC PLAN

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(JUNE 1992)



-NO SCALE-

CITY OF PISMO BEACH
GENERAL PLAN 1980 - 1995

SOURCE:
CITY OF PISMO BEACH

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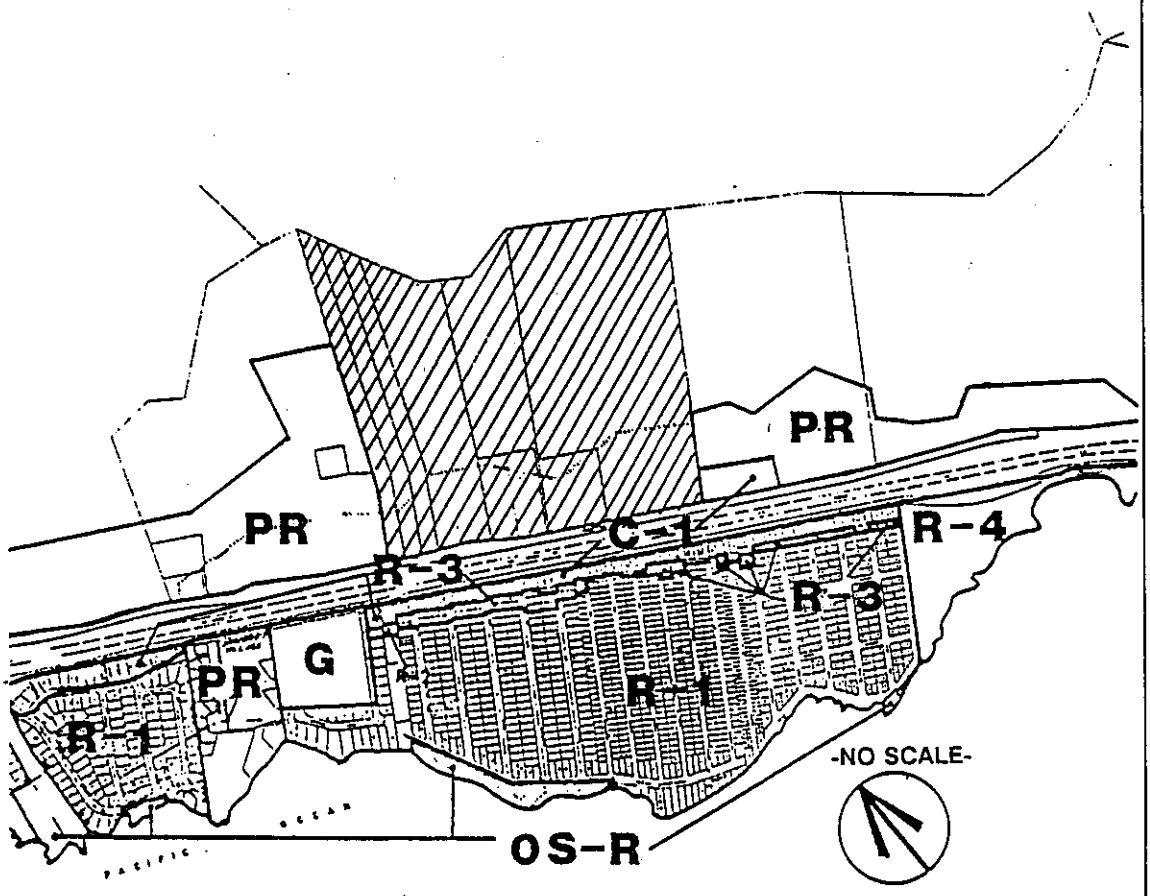
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MATTIE ROAD
ANNEXATION SPECIFIC PLAN

GENERAL PLAN

MAP
4

(JUNE 1992)



CITY OF PISMO BEACH ZONING MAP

KEY:

PR	PLANNED RESIDENTIAL
R-1	SINGLE FAMILY RESIDENTIAL
R-2	TWO-THREE FAMILY RESIDENTIAL
R-3	MULTI-FAMILY RESIDENTIAL
C-1	RETAIL COMMERCIAL
G	GOVERNMENT

SOURCE:
CITY OF PISMO BEACH

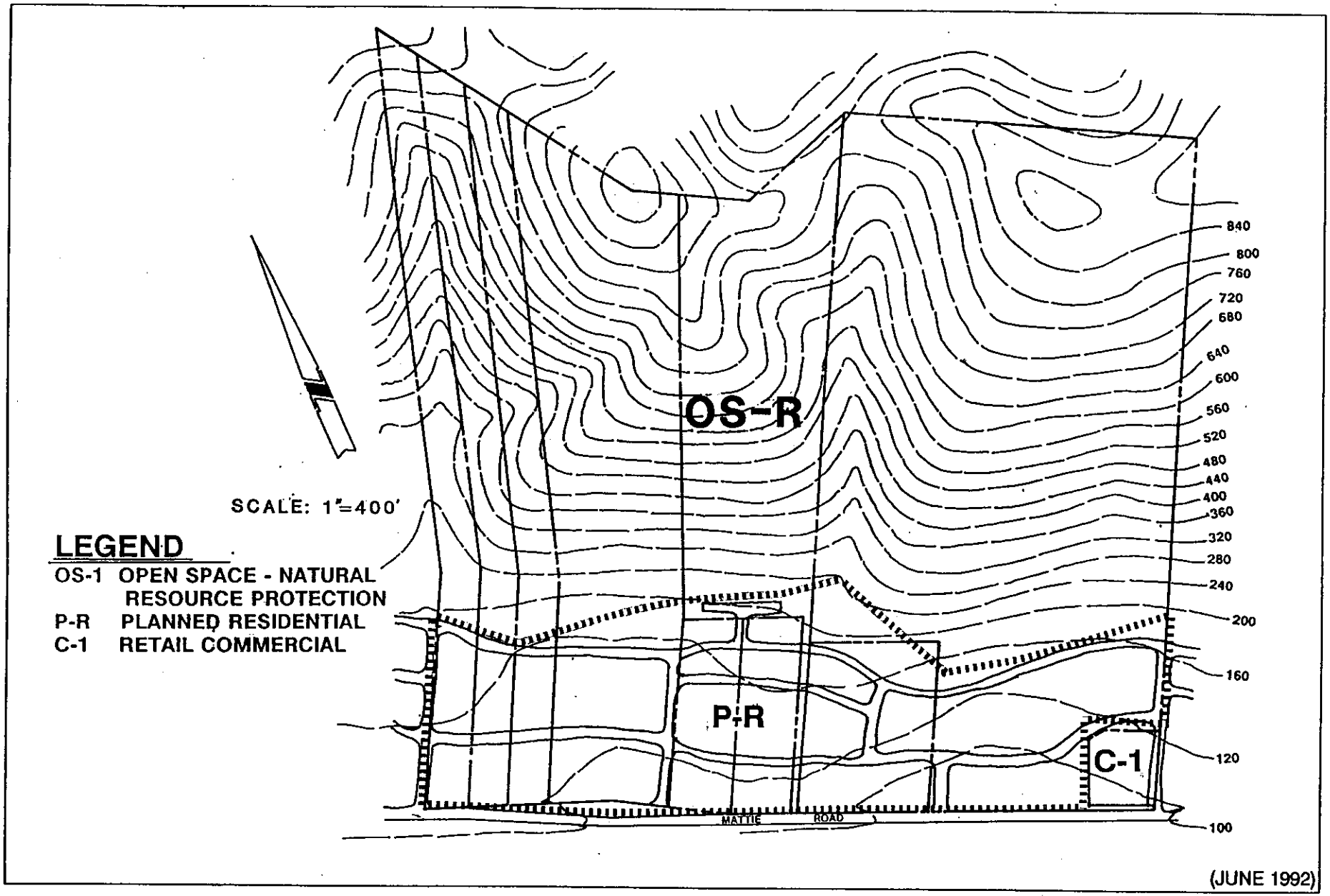
ENGINEERING DEVELOPMENT ASSOCIATES (805)549-8658

EDA

MATTIE ROAD
ANNEXATION SPECIFIC PLAN

EXISTING ZONING

MAP 5



MAP 6

PROPOSED ZONING

MATTIE ROAD
ANNEXATION SPECIFIC PLAN

EDA
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Section 3.0 - DEVELOPMENT PLAN REGULATIONS

3.0 - DEVELOPMENT PLAN AND REGULATIONS

[Section 3.5 and 3.6 are not subject to Coastal Commission certification]

3.1 Development Concept: This Specific Plan presents a concept for development which will blend the Mattie Road Annexation area into the environment, its neighborhood, and the City of Pismo Beach with equal success. Careful planning of density, building siting, architectural massing of buildings, and open space is critical to achieving the goal of creating the most liveable environment possible.

The conceptual goals of this section of the plan are:

a. To design a community of residential development, commercial use, and open space which will best serve its residents while respecting the existing environment.

b. To sensitively site structures and uses into the existing topography.

c. To integrate this development into the City of Pismo Beach by designing the structures and open spaces to be visually interesting and aesthetically pleasing.

The regulations outlined below are a framework which will guide the development of the separate areas, allowing flexibility in design while assuring that the conceptual goals of the Plan will be met.

A Conceptual Development Plan (Map 9) and other graphic maps and plans presented herein shall be considered illustrative site plans, and not a regulatory description of exact lot and/or building footprint locations. The Planning Commission shall review and may approve footprint and lot layouts that differ from these illustrative plans. A Specific Plan Amendment would be required to amend land use designations, land uses, or road (except for

temporary roads) and utility configurations that are represented on the illustrative site plan.

3.2 Area Descriptions: The Mattie Road Annexation Specific Plan area consists of nine parcels under the ownership of seven different parties. For the purposes of this document, the subject property has been divided into four areas in order to categorize discussion on the various parcels contained within this Plan.

a. Area 1 - Assessor's Parcel Nos. 79-231-04 and 79-231-05:

These two parcels are under separate ownerships which are working together to coordinate their development plans. These parcels contain a total of approximately 14 acres of slopes under 30%. 1.20 acres for commercial development are planned within these sites.

The 1.20 acre commercial site is located adjacent to the McLintocks Restaurant and Mattie Road Plaza commercial center to the southeast of the Plan area. This commercial use will be compatible with the adjacent uses and provide commercial and retail services for the future residents of the Mattie Road Annexation area as well as for the residents of the Baycliff Village and Spyglass Ridge residential projects. Access to the commercial site will be provided by a road along the southern property line, shared with the Mattie Road Shopping Plaza.

The residential development of Area 1 consists of parcels owned by two separate entities. The residential portion of the proposed projects consists of four tiers of buildings with a potential

for up to 103 dwelling units (Table 3-B). The units front on interior streets which circulates through the project site as well as providing access to the adjacent properties to the west.

The Development Plan provides the required fifty foot visual setback along Mattie Road, which also serves as both a noise buffer and storm water retention basin for the project site. The buildings on the fourth and highest tiers respect the upper limit of the 200 foot contour line as required in the City of Pismo Beach GP/LCP. The common areas within the projects will be landscaped by the developers and maintained by the project's Homeowners' Association.

b. Area 2 - Assessor's Parcel Nos. 79-221-09, 79-221-10, and 79-221-11:

These three parcels consist of 5.89 acres of land below the 30% slope limit and below the 250' contour. The developable area of these sites would result in a maximum density of 47 units. 12.52 acres of open space are proposed for Area 2. The Circulation Plan (Map 12) proposes three private collector roads that will cross these properties. These collector roads will tie into the projects developed in Areas 1 and 3, and will allow project traffic to run parallel to Mattie Road. Project entry points at the eastern and western borders of Area 2 will provide access for the residents of the Specific Plan development.

c. Area 3 - Assessor's Parcel No. 79-221-07:

This single parcel contains 19.59 acres. There are approximately 5.24 acres located below the 30% slope limit and 250' contour used for density calculations. The proposed development of this site will consist of a maximum of 41 residential units.

The primary entrance point onto Mattie Road will be located on the eastern property line of Area 3, and shared with Area 4. Private collector roads will connect Area 3 with Areas 2 and 4.

d. Area 4 - Assessor's Parcel Nos. 79-221-04, 79-221-05, and 79-221-06:

These parcels consist of three narrow parcels of land. Each parcel is approximately 124 feet wide and 1,835 feet deep. Based on the maximum density of eight units per acre on areas below the 250 foot contour level and on areas of less than 30% slope (5.07 acres), this Area's maximum number of units is 40.

Based on calculations for buildable area, Area 4 contains approximately 14.61 acres of open space.

Future development of Area 4 will coordinate with the circulation pattern. Area 4 shares an entrance point onto Mattie Road with Area 3. Two private collector roads will continue across the project, parallel to Mattie Road, and will tie into the Spyglass Ridge circulation pattern to the north.

Tables 3-A and 3-B at the end of this section summarize the acreage and density computations

for the Mattie Road Annexation Specific Plan areas.

3.3 Building Densities:

a. Residential Density and Intensity: Current regulations allow a maximum density of 8 units per acre. This density should be considered a maximum density for each of the Specific Plan Areas, with the final densities set at the time of approval of Tentative Tract Maps for each project. Future developments may range in housing type from clustered housing to single-family dwellings. A variety of housing types and densities is encouraged to provide a diverse community. No individual parcel shall exceed a density of 8 units per acre.

The visual density of the project will be controlled by clustering of units, sensitive siting of the structures, and careful distribution of open space. Each development shall be designed to blend into the existing terrain by clustering units parallel to the contours of the site. Specifically, roads shall parallel the existing contours, and buildings will be sited perpendicular to the contours. Where structures are multi-storied, the floors shall be split and step up the slope (See Map 11). This siting methodology will minimize grading, thereby reducing the visual impact of the project on the site. Another benefit of siting units by existing grades is that a variety of building styles is created. Homes will view south, east, and west, which will create a view from off-site areas of a hillside community, rather than a view of rows of buildings.

Distribution of interior open space is also critical to the visual and aesthetic density of the project. Clustering units by existing contour conditions will result in a system of open spaces through the steeper portions of the site. While it is not practical to specify exact dimensions or locations of open spaces in this document, the intent of this Plan is that projects will be designed so that clusters of homes are separated by usable areas of open space. For example, a townhome project might be designed as duplex units, sited in clusters of 6-10 homes separated by a 30 foot wide open space area. Each development plan will need to be judged by its utilization of the site; provision of usable green space; and the types of housing each provides. The designation of 84.79 acres (73.86%) of the 115.08 acre area of this Plan complies with the Planned Residential (P-R) Zoning District requirement that at least 60% of the project area be retained in open space. This reference is specifically provided because the 84.79 acres will be designated as Open Space (OS-R) as a result of the annexation, and any confusion over applying this 60% standard to the remaining developable 30.29 acres must be eliminated.

b. Commercial Density: The land use plan for Area 1 includes a 1.20 acre commercial site. Approximately 16,000 square feet of floor area is permitted for this site. The commercial development is intended to coordinate with the McLintocks and Mattie Road Plaza commercial areas. The principles of design for reduced visual density apply to the commercial area as well as the residential development. The mass of the commercial space shall be consistent with the adjoining area, in a single, two-story building, with usable exterior open space around the structure

providing visual access to the hills beyond. Buildings and access roads shall be sited into the existing contours in the same manner as described for residential structures. Loading areas will be aligned with the adjoining Mattie Road Plaza project. Parking for the commercial uses shall be located behind the building, away from Mattie Road. Accessory housing units may be developed as a subordinate use in addition to commercial development of the 1.20 acre site without the necessity for amendment to this Specific Plan.

3.4 Sitework: The design and implementation of sitework provides the canvas and structure for the living environment of structures and recreational facilities. Carefully planned, sensitive sitework is critical for the success of the Plan area development. The criteria for sitework discussed below applies to both the residential and commercial developments.

a. Limit of Grading: Grading is broken down similarly for each of the residential development areas. No grading is allowed on slopes with gradients of 30% or greater throughout the project. Grading is also prohibited above the 200 foot contour limit. Any areas which could present hazards to safety because of known soils, geologic or erosion problems shall not be graded and shall remain in open space. Generalized "spot" soils studies were conducted for the Expanded Initial Environmental Study to ascertain any unknown problems that may exist over the sites. These studies were not intended to supplant necessary detailed studies with each subdivision and development submittal, but were conducted to be generally indicative of problems that could otherwise be addressed in this Specific Plan.

This Plan proposes development only on the grassland terrace. The intent of this Plan for existing trees or other natural features (e.g. boulders, hillocks) will be to minimize disturbance by grading.

b. Cut and Fill: Designs for development in the Specific Plan area shall minimize cut and fill of soil. Creative site design and utilization of natural topography shall minimize the amount of earthwork required. A Preliminary Grading Concept is included with Map 10 of this Plan to guide future applications.

c. Manufactured Slopes: Detailed soils studies shall be conducted for each proposed project to determine maximum safe ratios for cut slopes, fill slopes, and compaction. While the results for these studies may indicate a less steep slope as a maximum, the maximum slope generally allowed, depending on soils, is 2:1 (horizontal to vertical). Less steep slopes, wherever possible, are strongly encouraged. The maximum vertical height for a single slope shall be 25 feet. All manufactured slopes shall be designed with variable gradients to create a natural appearance, gradually blending the slope in the natural terrain. No slopes with even gradients are allowed. For instance, a slope that is a straight 100 feet long, 20 feet high and has a gradient of 2:1 is not allowed. A slope with a variable base contour, which may be 120 feet long in the same example, varying from 17 to 23 feet high, and with a gradient that varies from 4:1 to 2:1 in a natural form would be allowed.

d. Roads: Project roads should be designed predominantly to parallel slopes, but in some cases designed cross-contour to achieve some variability to

the design and appearance of the project. Private drives and collector streets are expected to adhere to this criterion. During construction of the projects, all access roads will be of an all weather surface, per the requirements of the City Engineering and Fire Departments. No gates limiting access to these areas will be permitted with the projects of this Specific Plan.

e. Building Pads: Building pads for multi-storied structures will follow the natural contours, stepping up or down the slope for successive floor levels. Slopes adjacent to the edges of pads will have a maximum gradient of 3:1. Lesser slopes are preferred. Building pads are allowed by this Specific Plan; the intent is that the structures will be designed to relate to the existing site and terrain as much as possible.

f. Berms: A berm for acoustical mitigation shall be constructed within the fifty foot setback along Mattie Road. The berm shall vary in gradient and configuration, creating either a naturalistic form or an urban design statement. The berm shall not be a straight line, "wall" configuration. The design of the berm shall be approved through subdivision plan review.

Berms are encouraged throughout the Plan area open spaces. Berms should be placed to create useable spaces, visual enclosure, and visual variety.

g. Drainage: A system of storm drains and retention/detention basins shall be provided for the Specific Plan developments. All run-off water will be caught on-site, and held in detention basins. Basins

shall be designed to be as much a part of the landscape design as possible. Basins shall be a series of smaller ponding areas rather than one large depression, whenever possible. Grading shall blend the basins into the surrounding contours. Unless designed as perennial water features, basins shall be designed so that sides have the minimum slope possible. Landscaping of basins shall be per Section 3.6 of this Plan. Final designs of these facilities shall be the subject of detailed analyses presented with individual project applications. Section 4.0 of the Expanded Initial Environmental Study should be consulted for more details.

h. Construction Conditions: During construction, dust generation shall be mitigated by watering and rolling graded surfaces; minimized cut and fill operations; and immediate revegetation. Times of construction activities shall be limited by permit and City Ordinance. Non-potable water should be used for dust control purposes during grading and compaction activities.

i. Fire Prevention Construction Considerations: Special care will be given to all construction above the 150' contour. This will include wrapped wood balconies and decks so that a 1 hour fire rating will be achieved and other considerations detailed by the Fire Department.

3.5 Building Design: One of the primary reasons for development of this Specific Plan is to present a series of Design Guidelines for the residential and commercial construction projects of the site that enhance the special aesthetic qualities of the Freeway Foothills area, and the dramatic coastal foothills serving as a backdrop to the property.

The City of Pismo Beach exhibits a wide variety of architectural styles. This variation in building style results in a local character which can be viewed as the "working parameters" within which new projects can be judged architecturally. This "diversity" in architectural styles is important to maintain, and one of the primary objectives of this Plan.

Homes and businesses in the Pismo Beach area range in design from Spanish to Modern. Building styles within neighborhood enclaves result in identifiable patterns or architectural themes that, to a degree, define the architectural materials and forms to be used in creating new residential or commercial buildings to be added to these existing neighborhoods.

The Mattie Road Annexation Specific Plan area has a variety of architectural residential neighbors: Cape Cod on one side (commonly referred to as the "Baycliff Village" project), and Spanish/Mediterranean to the west (in the area commonly referred to as the "Spyglass Ridge" project). Also adjoining this site to the east, located in the Baycliff Village project area, are the Mattie Road Plaza and McLintocks Restaurant commercial developments. These commercial developments reflect an exclusively horizontal wood sided project, with heavy beam detailing and gable with hip roof styling.

The main goal of this section of the Plan is to highlight concepts of physical building and landscape design that create a framework into which the individual projects of the Mattie Road Annexation area may be consistent, allowing for interpretation and variation of details. Individual plans for construction within the Plan area will be reviewed by the City based on the following standards. To the degree possible, these sections summarize concepts of design, and should be considered in this context. Final architectural approvals granted by the City will be evaluated against these concepts.

Design Principles:

a. Style and Variety: Rather than attempt to precisely define an architectural theme for the project, features are presented below that will encourage consistency in forms and building materials that will blend with the existing developments of the Planning Area, while allowing reasonable flexibility in the manner in which the individual features are presented in final projects.

- Building styles shall be oriented to the physical topography of the sites, allowing for split-level units paralleling the slope of the land. Stacked units are desirable in this context, providing for upper unit entry from the higher street and parkway areas, with the lower units accessed from the lower level street and parking areas.

- Architectural styles should compliment the predominant material selections of the previously developed areas of the Foothills area, namely stuccoed exteriors with wood materials used as accents to highlight the structures.

- Architectural styles should be selected that accommodate unit clusters of no more than five or six attached units, and result in non-linear building facades.

- Natural materials such as wood, brick, stone and tiles are acceptable materials. Simulated materials along these lines should be carefully reviewed for overall acceptability.

b. Building Mass: The building masses selected for the Specific Plan area should be sensitive to the topography of the site by following the rolling variations in grade, developing a variation in roof line appearance and providing important relief to the appearance of the residential unit clusters envisioned for the sites.

- ❑ Individual unit masses should include upper level reductions in square footages and the use of balconies and decks to vary the appearance of the building facade.

- ❑ Clustered orientations of units will include variation in building setbacks between units, and can be broken up by building jogs, creation of patio or balcony areas for exterior use of each unit, and the introduction of landscaped areas of private use and the common areas extending into variations in unit facades. Perfectly aligned building facades will not be permitted.

- ❑ Designs will allow for shadows and other roof or window features to accentuate variation in building elevations.

- ❑ Roof styles in the area may reflect gable, shed and hip construction, with materials varied by theme. Mansard roof styles will be prohibited.

- ❑ Class "A" roof materials are required for any development in the Specific Plan area.

- ❑ Building heights should be varied. All units should not be permitted to extend to the maximum height

permitted under the zoning classifications for the sites.

- ❑ Strong vertical elements such as stairs, chimneys, and false roofs can be used to break the appearance of the units up.

- ❑ The commercial development for the site shall be oriented towards Mattie Road, with appropriate stepping back of the upper floor(s) to reduce the appearance of these units.

- ❑ All building masses shall be compatible with hillside and slope conditions that are prevalent in the Pismo Beach area.

c. Building Colors: Colors selected for the projects should be of a more neutral base, with lower light reflecting qualities.

- ❑ Stuccoed exteriors should be of natural or earth tone base colors.

- ❑ Natural, stained or similar wood colors will be permitted.

- ❑ White and off-white base colors for the predominant stuccoed or wood exteriors are not permitted within the Specific Plan area.

- ❑ Accent colors of a white, off-white or other highly reflective color will be permitted only when those colors are clearly consistent with the architectural style under consideration (ie. white trim with Cape Cod).

- ❑ Limited number of colors should be used on any building or cluster of buildings. Too many colors will be inappropriate.

- ❑ The use of awnings can accent the project, but careful consideration as to the colors used on these features will be required.

- ❑ Balcony railings and wrought-iron materials should match colors throughout clusters of the units.

- ❑ Bright and/or intense colors are not permitted.

d. Landscape Treatments: Landscaping themes can be used to provide further relief to the residential units, and can be used to mask or partially hide retaining walls and stem wall foundations normally anticipated to occur in "contour built" residential projects. The following summary of standards are identified in greater detail with Section 3.6. This section should be consulted for further details.

- ❑ Landscaping designs should be used to screen undesirable views into or within the project (ie. parking areas, trash enclosures, etc.).

- ❑ Landscaping treatments should be used to identify entrances to clusters of units, and the main access areas of the Annexation sites.

- ❑ Landscaping should be designed to act as a "buffer" between residential and commercial units, and the pedestrian walkways and common recreational areas. These planted separations should be distinct and serve a purpose to separate these uses.

- ❑ Selections of plant materials and irrigation systems must consider the use of drought tolerant, low water consuming plants, with a minimum of "wasted" water through inefficient irrigation designs.

- ❑ Efforts to retain prominent existing trees should be considered in project designs.

e. Crosswalks and Street Intersections: These areas should be designed to enhance the "hardscape" experience in the project. The combination of materials and their relation to common area improvements can enhance this experience.

- ❑ Major intersections should be constructed of textured concrete, brick, stone or similar materials to break up the asphalt of these streets.

- ❑ These intersections should be tied into the pedestrian pattern along streets and the common parkways. Sidewalks and common area paths should align with these intersections resulting in continuous pedestrian accessways.

- ❑ The use of unique planting materials and planting patterns at these key intersections can "set off" the intersection from the other street parkways of the project. Selective use of special trees or plant materials adjoining these intersections will improve the appearance of these locations.

f. Street Lighting: A consistent light standard would add to the visual harmony of the separate projects of the site.

- A standard light pole and luminaire design will be identified with the first project considered in the Specific Plan area, and this standard will be carried throughout subsequent projects.

- All intersections of the project area will be lighted for safety considerations.

While it is important for each development to present a coherent theme, it is also necessary to provide architectural variety in order to create a neighborhood with both character and diversity. As a guideline, each development proposal should contain at least three facade options (plus reversals). The review process shall confirm the number of facades which is most appropriate for each project, based on the development's size and density. Variation in the location and orientation of building footprints and garages shall be designed into the site plans and architecture for each unit or area of the Specific Plan in order to achieve visual variety when looking into the project area, as well as to allow the future units to capture views of the coastline while avoiding designs that have all footprints and elevations paralleling Mattie Road.

Diversity may also be provided by varying the details and finishes of the structures. Options of alternate elevations, trim details, doors, windows, exterior finishes and colors, and accent colors, can provide variety to the community as well as personalizing the residential structures.

Detailed Design Standards:

1. Setbacks: Setbacks for residential and commercial structures are described in the City of Pismo Beach Zoning Ordinance, Section 17.102. As a summary, the following requirements should be noted:

Residential setbacks will be confirmed with each Use Permit approval for individual phases of the project. Front property lines shall be established at the back of curbs. Variation in front setbacks will be encouraged. Minimum front yard setbacks for front-loading garages shall be 15' from the back of the sidewalk, or when there is no sidewalk, 15' from the back of the curb. Minimum front yard setbacks for side-loading garages and the residential portions of the buildings shall be 15' measured from the back of the curb. Structures or clusters of structures shall be separated by at least 10'. Commercial setbacks are established through Development Permit Approval. Where commercial property is adjacent to residential property, the front setback must be a minimum of 10 feet.

The Pismo Beach GP/LCP requires a building setback of 50 feet from the right-of-way of Mattie Road (Program SPQ-2).

2. Height, Lot Coverage and Total Building Area: The Specific Plan area is located within the City's Height Limitations Overlay Zone (HL-5). Structures are limited to three levels and may not exceed "twenty-five feet in height above existing grade at any point" (Pismo Beach Municipal Code Section 17.081.020). Single planes of 25 feet are strongly discouraged. Levels of structures should create relief by varying elevations and setbacks of upper floors. Lot coverage for residential development shall not exceed 40%. Total building area shall not exceed 60%. The Pismo Beach Zoning Code requires that 60% of the gross site area

designated for new development be set aside for open space (Section 17.102.080.4).

Lot coverage by commercial structures may not exceed 80% of the site area. Total building area may not exceed 200%.

3. Architectural Standards: The organization of the mass of residential structures is an important element of the project design. The intent of these guidelines is to direct the various developments into mutually supportable and compatible designs, allowing for architectural diversity and creativity. The following standards will apply to all residential structures:

   I. Foundations will be stepped where necessary to follow the topography, maintaining the 25 foot height limit from any point of existing grade at all times.

   II. Large expanses of straight, flat walls are prohibited. Single-plane walls, without significant relief, shall be limited to two levels on front and rear elevations. This standard shall be applied to all architectural approvals granted by the City.

   III. Projections and recesses shall be used on all levels to provide shadow and depth to the structure and to avoid a boxy appearance.

   IV. Setbacks of upper levels are mandated. Structures should step back, for instance, as they progress up a hill (See Map 11).

V. Architectural elements such as doors and garage doors shall be recessed and detailed wherever feasible to enhance visual appearance and design. Windows and skylights (if proposed) should be carefully placed, recessed or extended from walls to provide visual texture and relief.

VI. Details such as divided panes on windows, trim, accent tile, and structural details such as pop-outs or columns, should be used to define the structures and provide interesting character.

VII. Balconies, decks, and/or patios should be included in residential designs to provide useable exterior space for residents. Fences and walls should be detailed to make a positive contribution to the overall architectural theme.

VIII. Exterior lighting shall be designed as part of the architectural theme. All useable exterior spaces (e.g.. entrances, patios, walkways) shall have planned adequate exterior lighting. Glare shall be minimized by focused, directed, and/or shielded lighting techniques.

IX. Provisions for solar energy use are encouraged. Consideration should be given to window aspect and size, and the effect of shade and shadow on interior spaces. Climatic conditions on this coastal terrace generally prevent active solar installations. Passive techniques in unit design and

placement are considered cost effective and potentially beneficial to the individual unit designs.

g. Historical Building: The existing residence located on APN 79-221-10 (Area 2) is noted to be a potentially historical building because it was constructed by the daughter of the founder of Pismo Beach, John Michael Price, in approximately 1905. This building was relocated from its original location in the area of what is now Highway 101 to its present site when construction of the freeway occurred some years ago.

Development of this parcel should include an offer to dedicate this building to the City of Pismo Beach, with relocation of the building to the City's Price Canyon Historical site considered by the City at said time. This building, along with the original Price Anniversary site residence, would be an attractive compliment of historical significance located in this area. Input from the SLO County Historical Society would be appropriate in this regard.

3.6 Landscape Design: The design of the landscape of the Mattie Road Annexation Specific Plan area will greatly affect the character of the community. The goal of the landscape design is to creatively blend the development into the community and the site, and to enhance the experience of residents and guests of the Mattie Road developments. This is particularly important in the area where the landscaped fire greenbreak meets the natural open space. The intent to blend this interface, as opposed to contrast with non-native plantings, should be a priority of the landscape design for this area.

The Specific Plan landscaping has many facets. Approximately 75% of the site will be included in the open space preserve. Fire greenbreaks will provide a buffer landscape between the open space

area and the developed part of the site. Interior landscape and recreation areas will provide exterior living spaces and visually enhance the project. Street tree plantings will identify circulation routes and soften the facades of the buildings. The landscape buffer along Mattie Road will provide separation from the highway for the community. Overall, the landscape within the developed portion of the site will enhance the view of the project from off-site as well as improve the living environment on-site.

The landscaping will be designed to provide a pleasant living environment while thriving within the site's environmental parameters. Lush but drought-tolerant plants will accomplish this goal, while minimizing the amount of water necessary for landscaping. Turf will be limited to areas which are used for recreational purposes. Irrigation will be designed to sustain the plantings, while minimizing unnecessary watering and eliminating waste of water. This concept of low water using drought-tolerant plantings which are suited to the site is known as "Xeriscape". All landscaping within the Specific Plan area is required to comply with this definition of xeriscape as required by the City.

A requirement for xeriphytic landscaping does not dictate a desert-like design, but rather an ecologically harmonious design of native and non-native species which are suited to their design use, and appropriate for the soil and climatic conditions of the site.

Individual project applications shall include detailed calculations of projected water demand in order to estimate water use figures for the entire site. Specific determinations regarding these calculations shall be reserved for the time of submittal of the subdivision or development permit applications.

Fire retardant landscaping should be used throughout the Specific Plan area above the 150' contour and in the Fire Greenbreak area.

a. Project Entries: Visitors and residents will enter the Specific Plan area at one of four locations. One entry also serves the Spyglass Ridge project; another serves the Mattie Road Plaza development as well as the Specific Plan commercial site. The two other entries are spaced approximately equidistant from the peripheral entries. The main access to the Specific Plan area is approximately 1,000 feet from the eastern boundary. Along with the Mattie Road streetscape, these entries will be the visitor's first impression of the Specific Plan area. The landscaping at the entries should provide a sense of identity for the community. Since the Specific Plan area may be developed by several different entities, specific design requirements are not proposed by this document. Instead, the following guidelines are intended to set standards without limiting the possibilities of design:

1. At the intersection of each entrance road and Mattie Road, each corner shall include a landscaped area with a minimum radius of 40 feet.

2. Each corner shall contain a minimum of 5 trees which are 24 inch box size or larger. Palms which are 15 trunk feet in height or taller may be substituted for boxed trees.

3. Turf areas may not exceed 10% of the landscaped common areas.

4. Shrub masses and additional trees are encouraged.

5. All permanent signage shall be monument-style masonry or stucco-covered construction, designed to be compatible with the adjacent architecture.

6. Each entry includes a 12 foot wide planting median. All median trees shall be of a type which will allow visual penetration for safety. The maximum height of median shrub plantings at maturity shall be 30 inches. Low maintenance shrubs and groundcover shall be planted at the medians; turf shall not be used at these entry medians.

b. Street Tree Concept: There are three types of streets in the development: entry, collector, and neighborhood (See Section 4.0). Each of these street types should have identifying landscapes. General guidelines for streetscapes are listed below. Turf is discouraged for streetscapes unless it is directly adjacent to larger, useable areas of turf. The goal of this criteria is to locate turf only where it may be used recreationally. Drought-tolerant ground covers should be used instead of turf where the area will not be used for recreation. Shrub plantings over a minimum of 35% of the area are encouraged. However, each development will need to incorporate these criteria into its site plan to achieve the effect of a defined streetscape.

1. Entry streets shall be bordered by 30 foot wide landscape areas. This landscape may include sidewalks. A single species of specimen tree shall be planted at intervals of no more than 30 feet. Tree sizes shall be a minimum of 15 gallons in size, or 10 trunk feet, if palms are

used. Specimen trees of 24" box sizes and larger should be mixed in this entry planting area in order to present a more varied appearance.

2. Collector streets shall be bordered by a minimum of 15 foot wide landscape areas. One or two species of trees may be planted at intervals of no more than 30 feet. Tree sizes shall be a minimum of 15 gallons in size, with 24" box sizes used for variety in appearance and maturity. Trees may be planted formally, in rows, or clustered in groves.

3. Neighborhood streets shall have planting areas a minimum of 10 feet wide. One or two species of trees may be planted on each street. A few species may be used throughout the development, or each street may have its own character, created by a single tree species. Minimum spacing is 30 feet; minimum size is 15 gallons.

c. Mattie Road Landscape: A fifty-foot wide landscape area along Mattie Road is required by the General Plan/LCP. This area is to act as a visual and, to some extent, acoustical buffer for the development. This buffer shall contain berms as described in Section 3.4(f). Turf may be used in the buffer; it shall not exceed 10% of the buffer area. The design of the buffer area shall be coordinated with the designs for the entrance intersections. Groves of evergreen and deciduous trees shall be planted in the buffer area. Tree sizes shall be 15 gallon or larger, with no more than 50% of the trees of the 15 gallon variety. Shrub massings shall be used along with the trees to soften the view of the development from the highway and

community. Shrubs shall be planted to create large masses. Single shrubs, unless they are used as specimens adjacent to a mass planting, are not allowed.

d. Interior Landscape: Well-designed landscaping adjacent to buildings, and as recreation areas, creates a liveable environment for residents and guests. "Landscaping", in this text, refers to both hardscape (walks, patios, etc.) and softscape (plantings).

1. All parking areas shall be separated from structures by a minimum of five feet of planting area.

2. Plantings of trees adjacent to structures are encouraged to soften the visual "edge" between the buildings and the landscaped areas. Care to ensure that these trees do not become a fire hazard must be given.

3. Entrances to buildings shall be landscaped. Planting areas adjacent to buildings shall be a minimum of four feet wide. Plantings adjacent to or enclosed by walks shall be a minimum of three feet wide. (e.g.., between a fence and a walk, or between two walks).

4. Landscape areas between buildings shall have a minimum width half the height of the taller structure, or 10 feet, whichever is greater.

5. Turf areas shall not comprise more than 10% of the overall common area planting. Low-water use turf is required. Zoysia, Excaliber, or

similar types of low-water use turf may be used. Turf shall be limited to useable recreational areas. Narrow strips of unusable turf area are not acceptable for the Specific Plan area.

6. Recreational facilities shall be provided within each residential development. The components of these facilities shall be appropriate for the types of development proposed and shall be sufficient to serve the needs of that development. The concepts regarding landscaping presented elsewhere in this Plan shall apply to the recreational facilities.

7. Areas which are disturbed by grading shall be replanted as soon as possible after the grading is completed. If it is not practical to install the permanent landscaping immediately after grading is completed, irrigation shall be installed and a temporary ground cover hydroseeded over the area.

e. Retention/Detention Basins: If detention basins are utilized in the Specific Plan area, they shall be integrated into the landscape design. See Section 3.4. for grading of basins. Basins shall be landscaped with permanent irrigation systems and drought-tolerant plantings which are similar to those of the adjacent landscape. The plantings shall contain trees, shrubs, and ground cover which will blend the basin into the overall landscape and restore the ground cover to its earlier condition. Slope retention and netting will be used when appropriate. All cut and fill slopes will be designed to attain maximum re-coverage feasible within one year of installation.

All basins shall be designed to include decorative fencing, rather than barrier-type fencing.

f. Irrigation: Permanent irrigation systems are required for all landscaped areas. The design of the irrigation systems is a crucial element of the xeriscape concept. All systems shall be on automatic timers, and shall be designed to avoid any runoff. Ground and air moisture sensors shall be incorporated into the systems to avoid irrigation during rain or when rain has provided sufficient moisture to irrigate the plantings. While fine spray systems are necessary for watering turf, their use in other areas should be avoided if possible. Bubbler and stream spray heads are preferable to fine spray heads, since they minimize the amount of evaporation which will occur during irrigation. Irrigation systems shall be designed so that plants with differing needs are watered by separate systems. For example, turf and shrub/groundcover areas shall be watered by separate systems. Options for collection of rain water and irrigation runoff may be considered by the applicants to reduce need for potable water supplies, in addition to other conservation techniques.

g. Fire Greenbreaks: A continuous fire greenbreak shall be located along the northern edge of the lower terrace portion of the Specific Plan area. As required by the City's fire codes and practices, the greenbreak will be a minimum of fifty feet wide. Clearing of dead brush shall be done with hand tools. Only dead shrubs may be cleared unless the Fire Department provides approval for specific material removals. No driven equipment is allowed. If grading is necessary near the structures, it shall be minimized. The

greenbreak shall have a permanent irrigation system and be planted with a fire retardant buffer planting. Table 3-C lists suitable plant materials; the list is not exclusive. Irrigation systems may be buried or secured on-grade. If secured on grade, the system should be camouflaged or hidden from view. The northern boundary of the greenbreak shall vary between fifty and seventy feet, to better blend the planting into the native vegetation. This boundary shall be undulating with natural contours, not a straight line. A continuous 30 inch high see-through fence shall be installed within the greenbreak, as required by the Fire Department. This fence will be designed to protect structures from rolling debris from the hillsides. The fence color shall be brown or black. Vehicles, bicycles and pedestrians shall not be allowed access above the fire greenbreak area.

h. Open Space Preserve: The area beyond the fire greenbreak revegetation area is to remain as undisturbed open space, allowing the community as well as the residents the benefit of viewing the hillsides. Absolutely no grading shall occur in the open space area. No trees in the open space area may be removed. Vehicles, bicycles and pedestrians shall not be allowed access to the open space area. Fuel reduction in the open space areas may be required by the Fire Department if hazard conditions warrant such. (GP/LCP Program NR-1).

i. Maintenance: All privately owned common landscape areas (anything other than private yards, decks, or patios) shall be maintained by the Homeowners' Associations through each development's Covenants, Conditions and Restrictions and the Mattie Road Annexation Specific

Plan Area Covenants, Conditions and Restrictions. The goal of maintenance should be to blend the developments into their sites and the community. Therefore, all landscape areas should be maintained to create as natural a setting as possible. This includes proper pruning, but excludes trimming shrubs into individual "ball" shapes. Maintenance companies should become knowledgeable of the particular needs of xeriphytic landscapes. (GP/LCP Policy NR-15).

TABLE 3-A

DENSITY CALCULATIONS

Areas	APN's	Individual Site Area (Acres)	Total Acres		Total Acres Below The 250' Contour	Lower Terrace Area (Acres) Below 30% Slope Limit	Maximum DU's at 8 DU's/ac		"Rounded" Units	Total Maximum Density
Area #1	79-231-04	50.72			9.27	8.07*	64.56		65	
	79-231-05	5.05			4.82	4.82	38.56		38	
Area #1 Subtotal			55.77		14.09	12.89	103.12			103
Area #2	79-221-09	14.75			0.60	0.60	4.80		4	
	79-221-10	2.59			2.59	2.59	20.72		22	
	79-221-11	2.70			2.70	2.70	21.60		21	
Area #2 Subtotal			20.04		5.89	5.89	47.12			47
Area #3	79-221-07	19.59	19.59		5.24	5.24	41.92		41	41
Area #4	79-221-04	6.83			1.77	1.77	14.16		14	
	79-221-05	6.53			1.60	1.60	12.80		13	
	79-221-06	6.32			1.70	1.70	13.60		13	
Area #4 Subtotal			19.68		5.07	5.07	40.56			40
TOTALS			115.08		30.29	29.09*	232.72			231

* NOTE: Lower Terrace Acreage reduced by 1.20 acre site designated for Commercial use.

TABLE 3-B

LIST OF VASCULAR PLANTS FOUND ON MATTIE ROAD SPECIFIC PLAN AREA

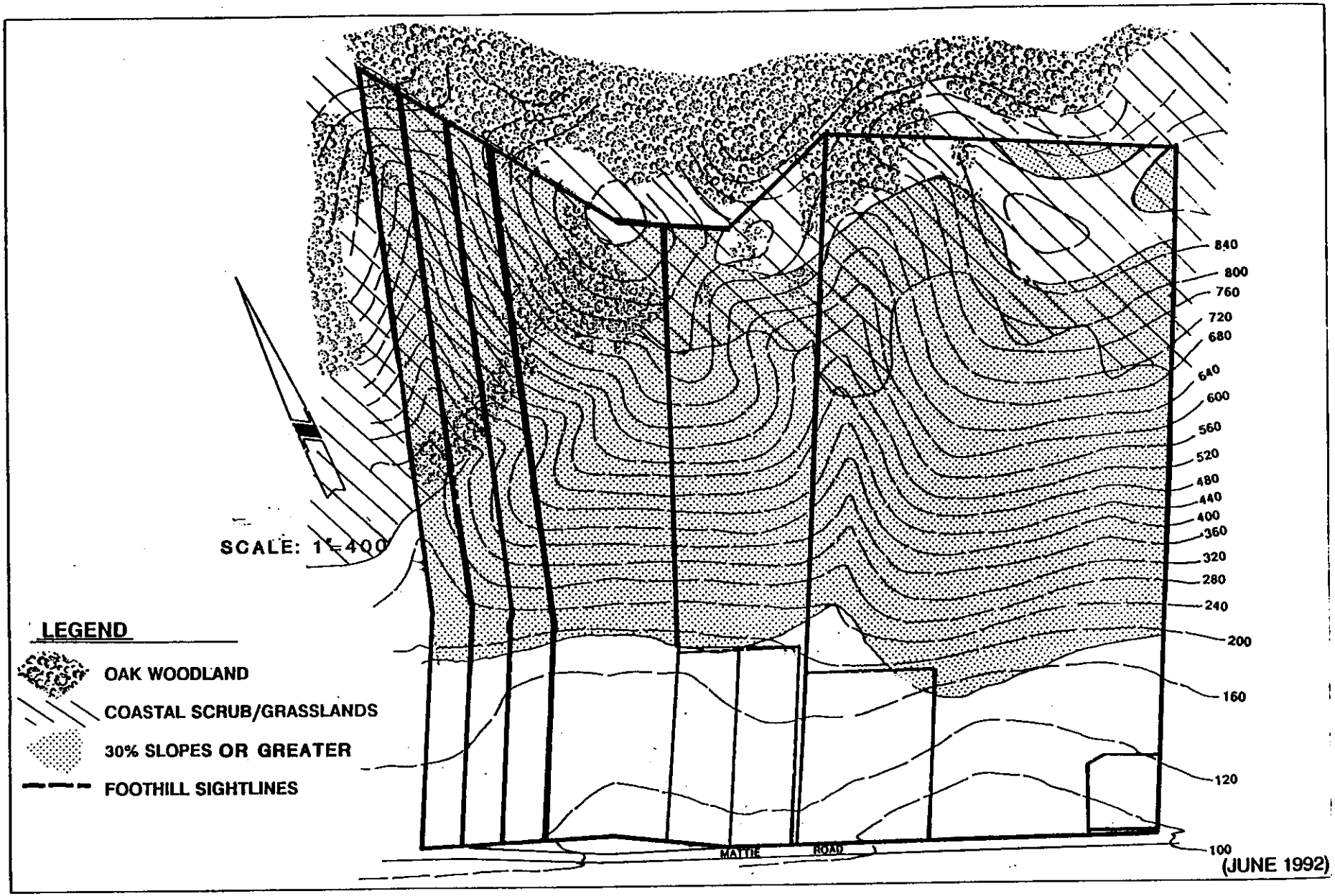
SAN LUIS OBISPO COUNTY, CALIFORNIA

	Scientific Name	Common Names
	Trees	
**	Cupressus macrocarpa	Monterey Cypress
**	Eucalyptus globulus	Blue Gum
	Quercus agrifolia	Coast Live Oak
**	Ricinus communis	Castor Bean
	Salix lasiolepis	Arroyo Willow
**	Schinus molle	Pepper Tree
	Shrubs	
	Artemisia californica	California Sagebrush
	Baccharis pilularis	Coyote Bush
	Carpobrotus edulis	Ice-plant
	Cercocarpus betuloides	Mountain Mahogany
	Eriogonum parvifolium	Coastal Buckwheat
	Hazardia squarrosa	Saw-toothed Goldenbush
	Lotus scoparius	Deerweed
	Lupinus albifrons	Bush Lupine
	Mimulus aurantiacus	Sticky Monkeyflower
	Rhamnus crocea	Redberry
	Ribes speciosum	Fuschia-flowered Gooseberry
	Rubus ursinus	Wild Blackberry
	Salvia mellifera	Black Sage
	Solanum xanti	Nightshade
	Toxicodendron diversilobum	Saw-toothed Goldenbrush
	Herbs	
	Achillea millefolium	Yarrow
*	Anagallis arvensis	Scarlet Pimpernel
*	Avena barbata	Slender Wild Oats
*	Avena fatua	Wild Oats
*	Avena sativa	Domestic Oats
*	Brassica geniculata	Field Mustard
*	Brassica nigra	Black Mustard
*	Bromus diandrus	Ripgut Brome Grass
*	Bromus mollis	Soft Chess Brome Grass
*	Bromus rubens	Red Brome Grass
*	Bromus willdenowii	Rescue Grass
	Calystegia cyclostegius	Bindweed
*	Carduus pycnocephalus	Italian Thistle
*	Centauria melitensis	Tocalote
	Cerastium viscosum	Mouse-ear Chickweed
	Chenopodium californicum	California Goosefoot
	Chlorogalum pomeridianum	Soap Plant
*	Cirsium vulgare	Bull Thistle

TABLE 3-B CONTINUED

	Conuium maculatum	Poison Hemlock
	Elymus condensatus	Giant Wild-rye
*	Eremocarpus setigerus	Turkey Mullein
*	Erodium botrys	Storkbill Filaree
*	Erodium cicutarium	Redstem Filaree
	Eschscholzia californica	California Poppy
*	Filago gallica	Filago
*	Foenculum vulgare	Sweet Fennel
*	Gnaphalium luteo-album	Cudweed
	Gnaphalium sp. (immature)	Everlasting
*	Hemizonia luzulaefolia	White tarweed
*	Hordeum leporinum	Foxtail Barley
*	Lamarckia aurea	Golden Top
	Lomatium sp. (immature)	
	Lotus sp. (immature)	Deervetch
	Lupinus nanus	Lupine
	Madia sativa	Caot Tarweed
*	Malva nicaeensis	Cheeseweed
	Marah sp. (not in flower)	Wild Cucumber
	Marrubium vulgare	Horehound
*	Medicago polymopha	Bur-clover
	Paeonia californica	Poeonia
*	Picris echioides	Bristly Ox-tongue
	Poa scabrella	Perennial Bluegrass
	Polypogon semiverticillatus	Polypogon Grass
	Polypodium californicum	Polypody Fern
	Pteridium aquilinum	Bracken Fern
	Ranunculus californicus	Buttercup
*	Raphanus sativus	Wild Radish
	Rumex crispus	Curly Dock
	Salvia spathacea	Hummingbird Sage
	Sanicula sp. (immature)	Sancicle
*	Senecio vulgaris	Common Groundsel
*	Silene gallica	Windmill Pink
*	Silybumn marinum	Milk Thistle
*	Sonchus oleraceus	Common Sow-Thistle
*	Sonchus asper	Prickly Sow-Thistle
*	Spergula arvensis	Spurry
**	Tropaeolum maju	Nasturium
	Trifolium sp. (immature)	Clover
*	Vicia sp. (immature)	Vetch
*	Vulpia myuros	Rattail-Fescue
	Zauschneria californica	California Fuschia

* Weedy species not native to California.
** Escaped from cultivation or planted.



MAP 7

DEVELOPMENT CONSTRAINTS

MATTIE ROAD
ANNEXATION SPECIFIC PLAN

EDA
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(805)549-8658

EDA

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LEGEND

OAK WOODLAND

COASTAL SCRUB/GRASSLANDS

30% SLOPES OR GREATER

FOOTHILL SIGHTLINES



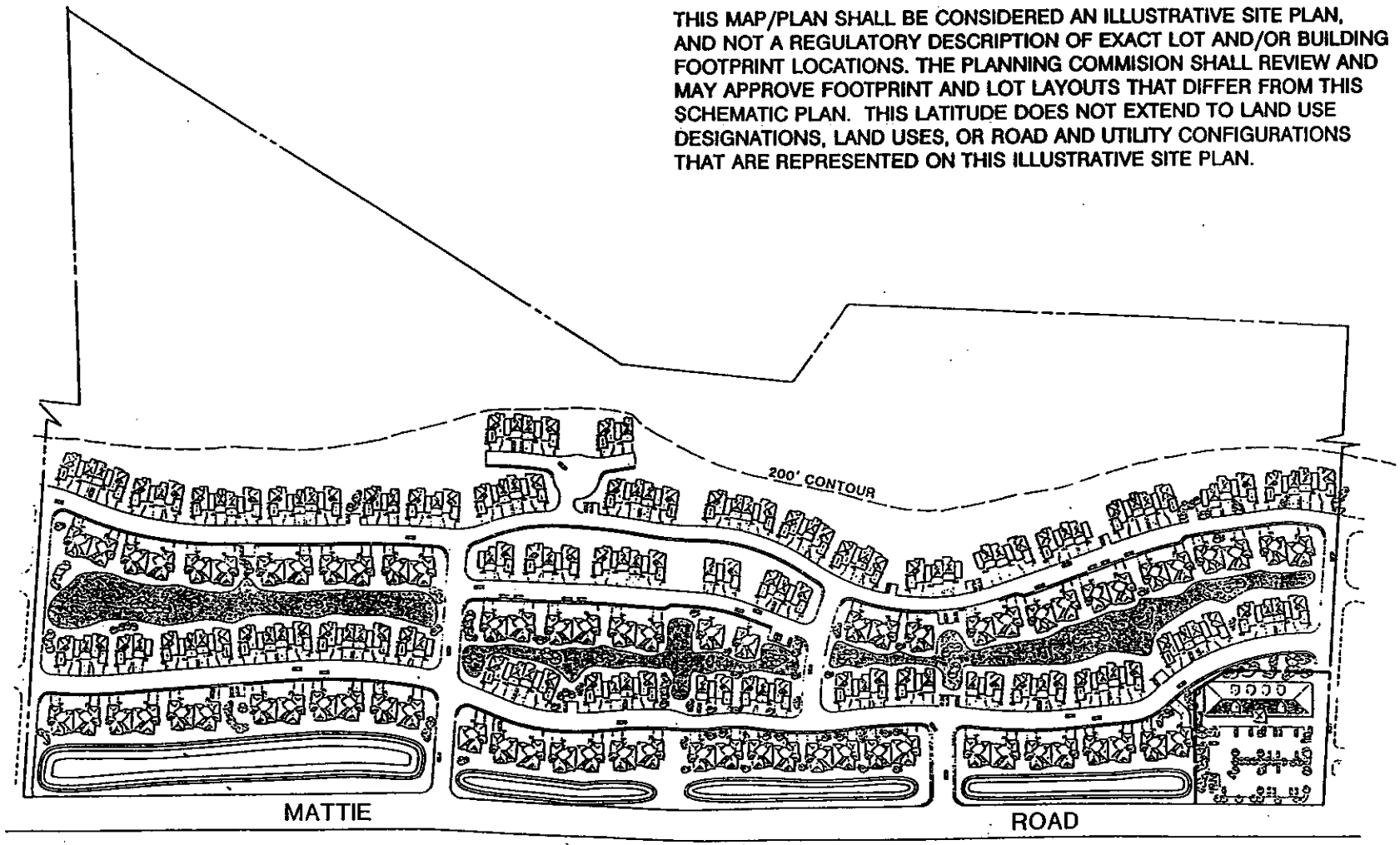
AERIAL PHOTO OVERLAY-
DEVELOPMENT CONSTRAINTS

MATTIE ROAD

ANNEXATION SPECIFIC PLAN

MAP
8

THIS MAP/PLAN SHALL BE CONSIDERED AN ILLUSTRATIVE SITE PLAN, AND NOT A REGULATORY DESCRIPTION OF EXACT LOT AND/OR BUILDING FOOTPRINT LOCATIONS. THE PLANNING COMMISION SHALL REVIEW AND MAY APPROVE FOOTPRINT AND LOT LAYOUTS THAT DIFFER FROM THIS SCHEMATIC PLAN. THIS LATITUDE DOES NOT EXTEND TO LAND USE DESIGNATIONS, LAND USES, OR ROAD AND UTILITY CONFIGURATIONS THAT ARE REPRESENTED ON THIS ILLUSTRATIVE SITE PLAN.



(JUNE 1992)

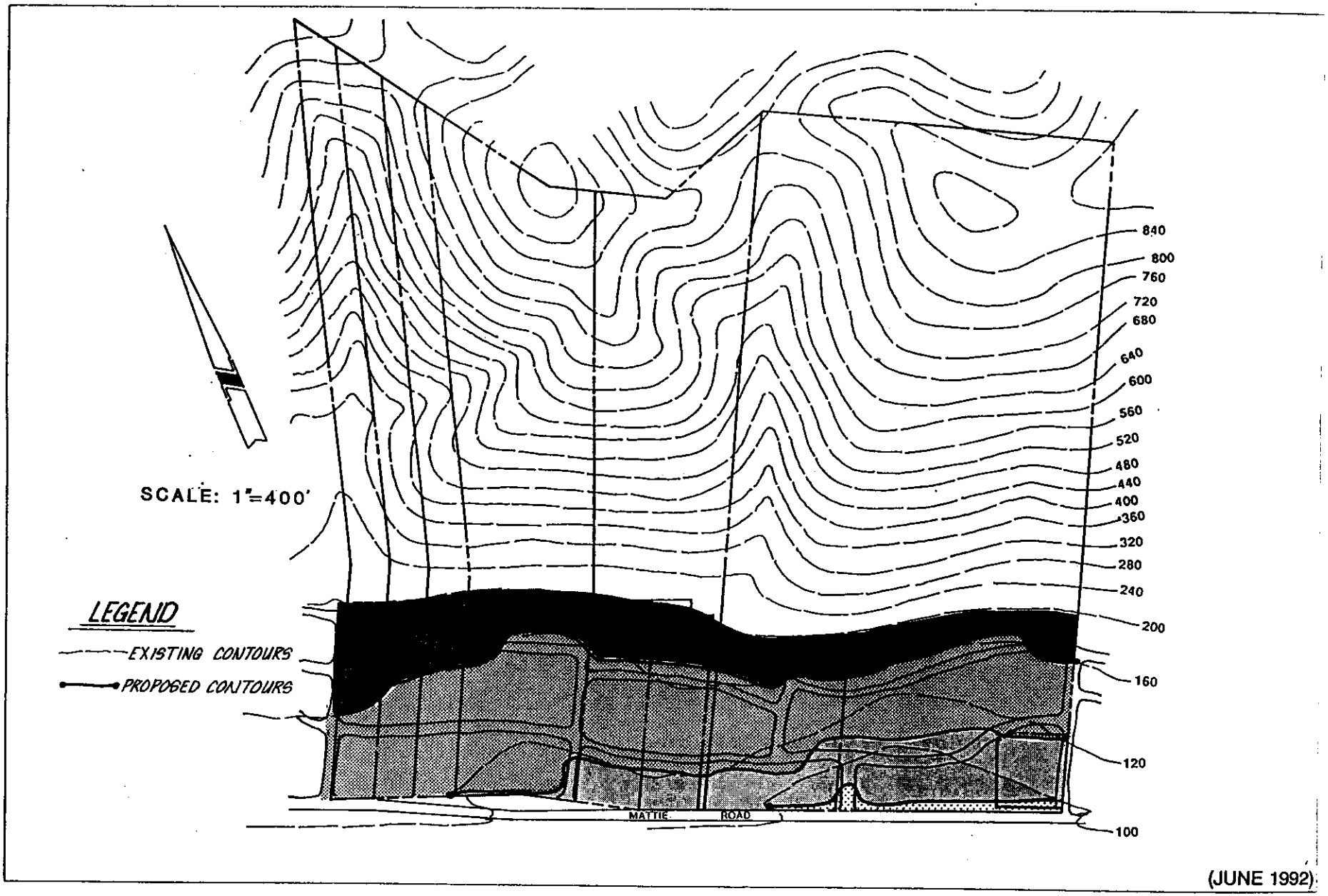
MAP 9

DEVELOPMENT PLAN (SCHEMATIC ONLY)

MATTIE ROAD

ANNEXATION SPECIFIC PLAN

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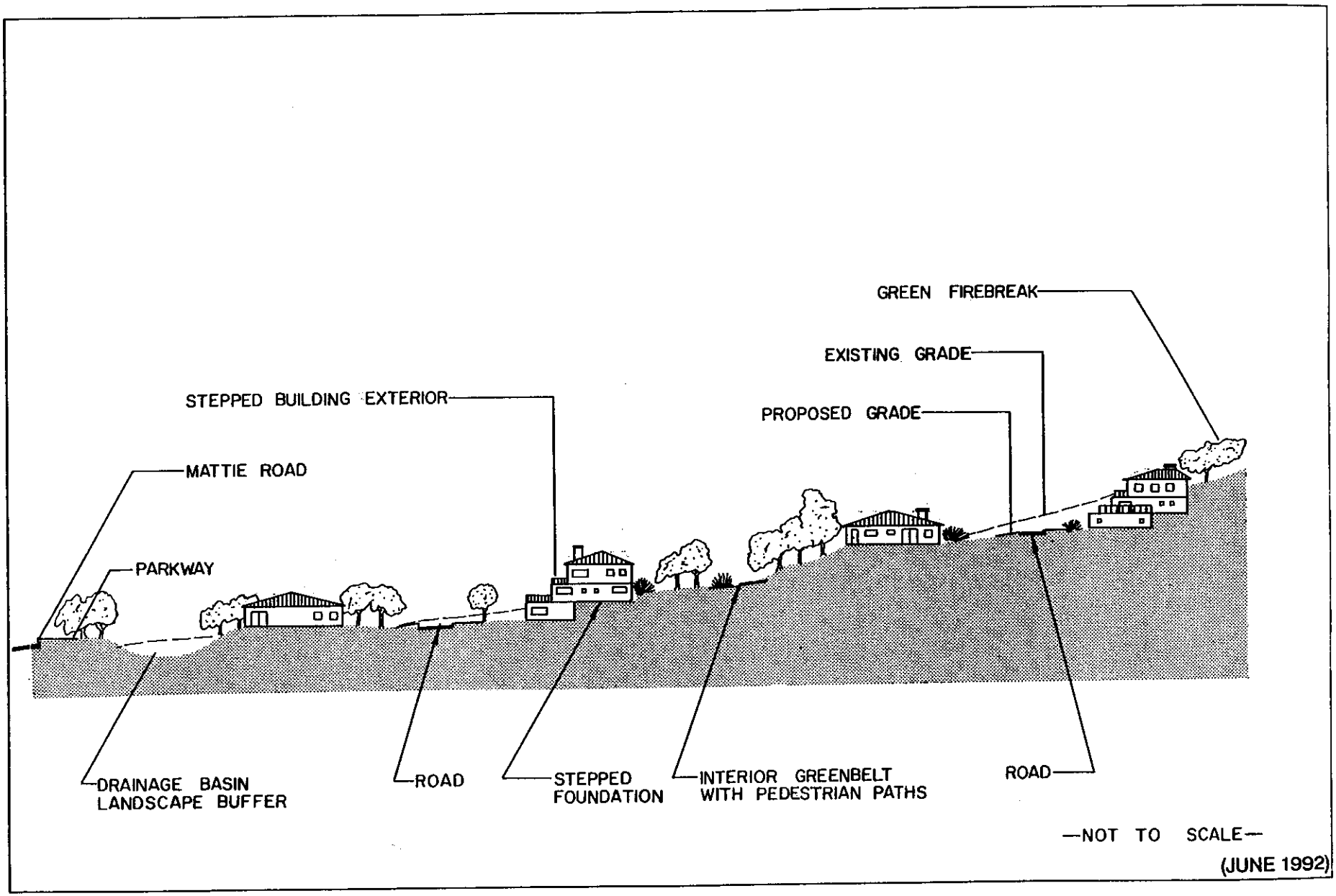
(JUNE 1992)

MAP 10

PRELIMINARY GRADING CONCEPTS

MATTIE ROAD
ANNEXATION SPECIFIC PLAN

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MAP 11

SITE SECTION

MATTIE ROAD
ANNEXATION SPECIFIC PLAN

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Section 4.0 - CIRCULATION

4.0 - CIRCULATION

[This Section is not subject to Coastal Commission certification]

4.1 Existing Conditions: The subject property fronts on Mattie Road, an improved, paved service road along the northeast side of Highway 101. The Spyglass Drive overpass provides the primary access to Mattie Road and the subject property from U.S. Highway 101. The capacity of the off-ramp is slightly over 1,000 vehicles per hour. According to both the Spyglass Ridge and Baycliff Village Specific Plans and the Traffic Studies conducted for this Specific Plan, the present traffic volumes at this freeway and surface street interchange are below capacity, with the possible exception of isolated holiday peak hour movement conditions at the Spyglass Drive - Shell Beach Road intersections and the freeway off ramp southbound.

4.2 Projected Conditions: The completion of the Freeway Foothills Assessment District resulted in the overall widening of Mattie Road, the addition of a "Class I" bikeway, providing off-street parking for the McLintocks expansion and providing safer on-street parking. The Mattie Road Annexation properties will be providing a system of interior private streets which will carry interior residential traffic approximately parallel to Mattie Road. Current levels of service on Mattie Road and in the Spyglass Interchange area vary between Level of Service "A" to "C" (reference Initial Study Appendix "M", Appendix "A" Capacity Calculations).

Projected traffic volumes for the existing and proposed projects along Mattie Road and their projected traffic impacts at full project buildout were identified in the Sommermeyer and Sommermeyer Traffic Studies conducted for the Expanded Initial Environmental Study (Appendices "L" and "M"). These studies indicate that although the Mattie Road Annexation projects will not, in and of themselves, create unacceptable traffic conditions in the Spyglass Interchange area, the project traffic volumes combined with other planned and potential cumulative developments will create the

need for cumulative circulation improvements to adequately handle projected traffic volumes in this area.

The traffic engineering conclusions reached suggested two sets of mitigation measures. These measures were identified as project-specific requirements (requirements to be imposed on the Mattie Road developments as conditions of subdivision or development permit approval) and cumulative traffic mitigation measures requiring City actions to implement.

Project-specific Mitigation Measures:

The Sommermeyer reports recommended that four (4) project-specific mitigations be implemented with the Mattie Road projects. These mitigations are:

1. Signalization of the Spyglass Drive/Shell Beach Road Intersection should be initiated concurrent with construction of the Mattie Road developments (warranted by cumulative traffic volumes);

2. Widen Mattie Road to 40' of paved area;

3. Re-stripe the Spyglass Drive/Shell Beach Road Intersection for increased efficiencies; and,

4. Install bicycle, pedestrian and mass transit alternatives.

At the time of preparation of this Specific Plan, items 2 and 3, above, had already been completed. Conditions of approval will be imposed on the initial phase of development of the Mattie Road project that require construction of signalization of the Spyglass Drive/Shell Beach Road Intersection, and may include a plan for reimbursement if approved by the City Council.

Cumulative Mitigation Measures:

Evaluation of project specific and cumulative traffic impacts to the City's street networks is guided by Resolution R-90-39, which set

forth minimum traffic "levels of service" for intersections and road segments. This resolution requires a cumulative analysis of traffic conditions when the proposed project has the potential to impact traffic facilities. The Sommermeyer and Sommermeyer analyses concluded that cumulative traffic volumes on Mattie Road and at the Spyglass interchange would warrant future improvements including signalization at the Shell Beach Road/Spyglass Drive intersection as discussed above, widening of Mattie Road in the project vicinity (already completed) and the possible relocation of the Mattie Road/Shell Beach Road southbound freeway off-ramp. As noted above, the traffic recommendations contained in the Initial Study for the Mattie Road Annexation identifies the need to ensure the installation of the Shell Beach Road/Spyglass Drive signals with the first phase of construction on the Mattie Road sites. This measure will reduce impacts to a degree of insignificance.

The City shall require a specific access control study associated with the proposals for development permits of the commercial site shown on Area 1. This study would be designed to evaluate alternatives for access and safety controls along Mattie Road and this commercial area.

4.3 On-site Improvements: On-site circulation was also considered not only as it relates to impacts to adjoining Mattie Road and the Spyglass Interchange, but as they relate to internal circulation, neighborhood integration of circulation routes, and individual project phasing options within the Mattie Road annexation territories. The internal circulation pattern was developed with these recommendations in mind. The circulation pattern established in Map 12 shall be adhered to, with each phase of the project providing for off-site extensions of this road network to connect with adjoining areas of the Specific Plan area as described in this exhibit. Access easements shall be secured from each project developer and retained for the use of the adjoining properties as they develop. Streets shown on or near common property boundaries are intended to be shared rights-of-way, with

half the road located on each of the respective parcels. In the event that the shared right-of-way (dedications and/or easements) for these streets cannot be provided at the time of submittal of a tentative tract map, the applicant shall provide the full width street on their property. No half-width streets shall be permitted to be constructed in the Specific Plan area. The City will ensure these measures with Tentative Tract Map approvals and Final Map recordations.

Individual phases of the project shall be required to provide at least two (2) access points to Mattie Road, one of which may be restricted to fire access purposes only. These access points may need to be temporary in some instances, but will be consistent with City regulations regarding location of access points and surfaces. Private access to the Specific Plan area through the use of gates or other devices shall be prohibited.

a. Project Entries: Permanent access to the individual projects from Mattie Road will be limited to four locations along Mattie Road as shown on the Circulation Plan (Map 12). These entrance points provide for access into and out of the project site, as well as access to the Spyglass Ridge project to the west and the Mattie Road Plaza commercial area to the east. The four project entrances are designed so that residential projects within the project area may develop independently of one another. There are distances of approximately 1,000 feet between the entrances to reduce conflicting turning movements and to facilitate entry into the project areas during peak traffic hours.

   Each of the project entrances will be 64 foot right of ways (Map 13), on a 44' curb-to-curb section consisting of two 16 foot wide travel lanes separated by a 12 foot wide planting island as a center divider,

two 6' landscaped parkways, and 4' sidewalks on either side of the street. Each of these entrances will have a minimum vehicle stacking distance of 70 feet, which is sufficient for three cars. Vehicle parking shall be prohibited on project entry streets from Mattie Road. Signs and/or red curbing shall be installed. Curbs, gutters and sidewalks will be installed along this section of the entrance street.

b. Private Collector Streets: A series of interior collector streets will run through the project site (Map 12). These streets will have a 36 foot curb-to-curb pavement cross section (Map 13), two ten foot travel lanes and two eight foot parking lanes. These collectors will connect to all entry points and carry internal project traffic approximately parallel to Mattie Road. Access and utility easements will follow the alignment of the proposed roads. Four foot sidewalks will be located on both sides of these streets.

c. Private Neighborhood Drive: A single private drive will be 32 feet wide, consisting of two twelve foot travel lanes with one eight foot parking lane and a four foot sidewalk on one side of the street (See Circulation Plan - Map 12 and Street Cross-sections Plan - Map 13). This road will services the smaller parcels located in the southwesterly corners of Areas 1 and 2 of this Plan. Guest parking will be provided in off-street parking areas. This private neighborhood drive will be utilized to provide access to individual units. The road will be posted and striped as fire lanes, per the Fire Department's requirements.

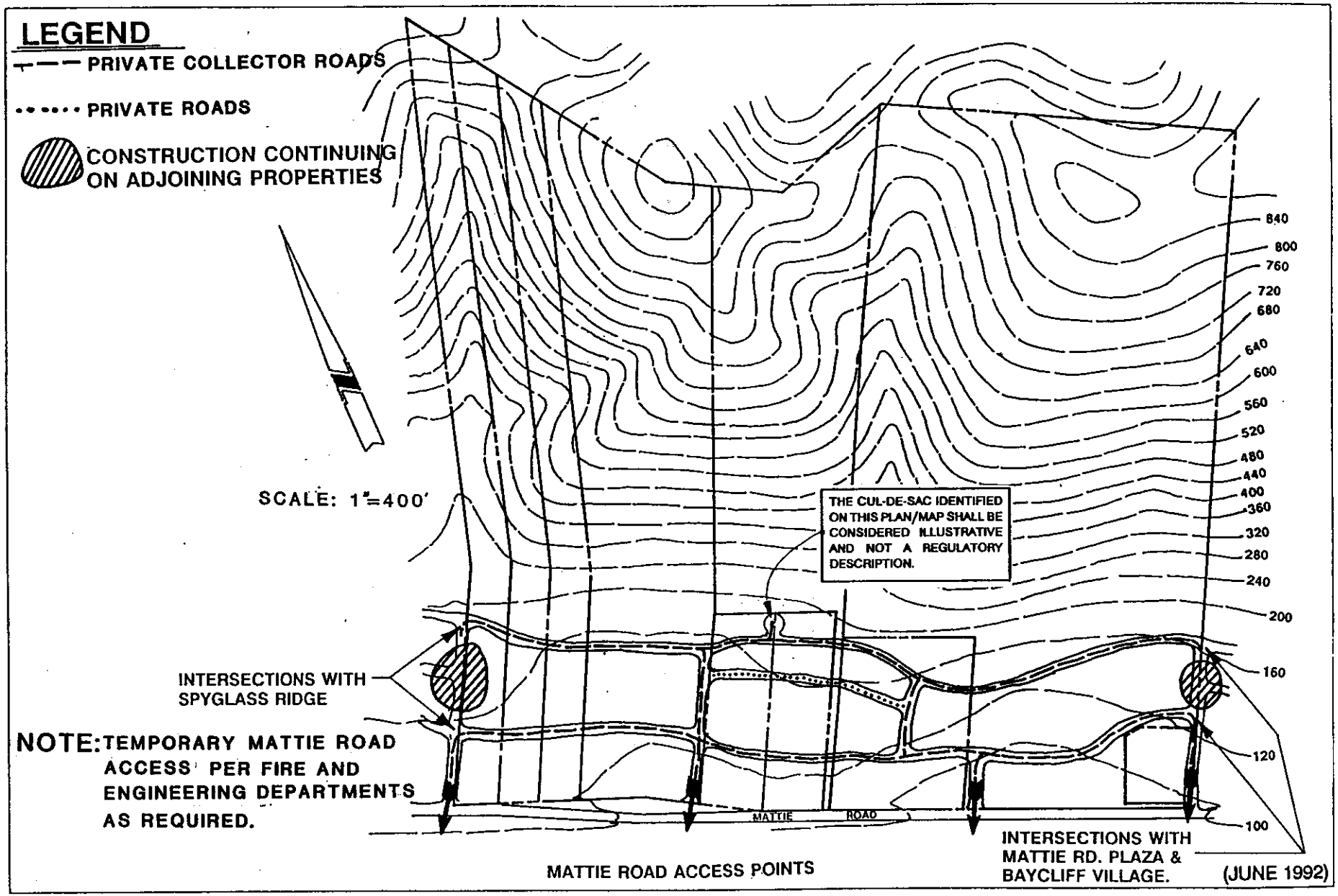
d. Bicycle and Pedestrian Paths: Pedestrian and bicycle paths will be provided along one side of the private

collector streets and one side of the private neighborhood drives. Pedestrian walks will connect to the private recreational areas within individual projects. Where paths connect homes to active recreation areas, surfaces shall be concrete or a similar grade surface. Under no circumstances shall any driven equipment be used within the hillside open space area. No bicycle or pedestrian paths shall be permitted above the fire greenbreak designated for the Specific Plan area, and all paths or trails shall be located below the 200' contour interval. In the event that the City develops a trail system in the surrounding area in the future, a trail system from the area above the 200' contour may be considered, subject to environmental review. (GP/LCP Program NR-2; Program NR-3; Policy NR-2; Policy NR-3).

e. Parking: Each residential unit shall provide two enclosed (garage) parking spaces. Guest parking spaces will be located within or near the cluster of residential units. Guest parking shall be provided for each Area per City standards in effect at that time.

Parking for the commercial development will be determined at the time of development permit processing and shall be subject to the parking requirements of Title 17 of the Pismo Beach Municipal Code. Parking at the commercial center shall be located behind the structures, out of view of Mattie Road and Highway 101 motorists. Landscaping shall be used to screen parking. Clear signage shall direct visitors to the parking areas.

f. Cul-de-sac For Area 2: This cul-de-sac (graphically described on Map 12) shall be designed and installed



MAP 12

CIRCULATION PLAN

MATTIE ROAD

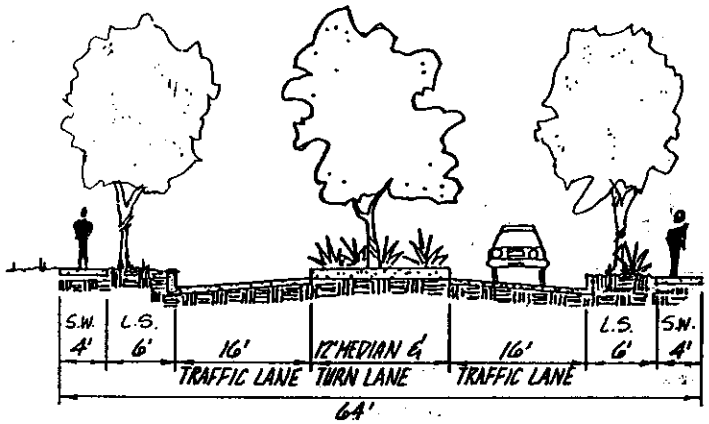
ANNEXATION SPECIFIC PLAN

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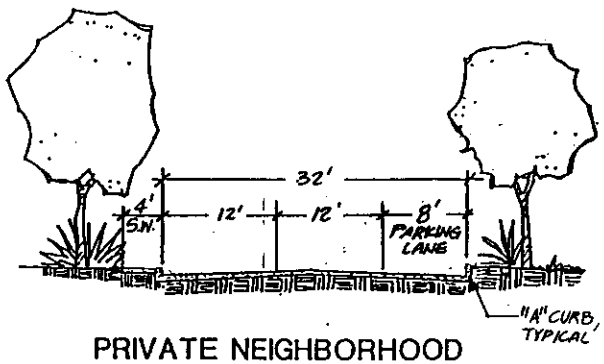
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LEGEND

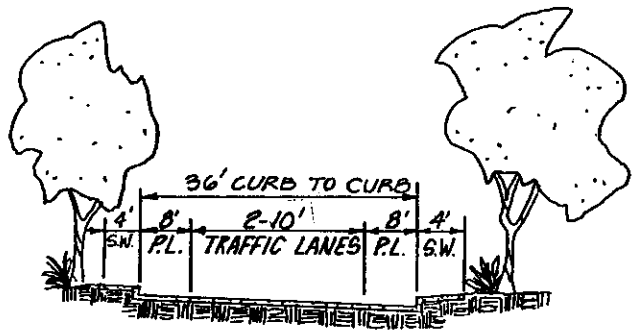
S.W. - SIDEWALK
P.L. - PARKING LANE
ISL - ISLAND
R.O.W. - RIGHT OF WAY



PROJECT ENTRANCE STREET (OFF MATTIE ROAD)



PRIVATE NEIGHBORHOOD



PRIVATE COLLECTOR STREET

(JUNE 1992) - NO SCALE-

MAP 13

STREET SECTIONS

MATTIE ROAD

ANNEXATION SPECIFIC PLAN

EDA

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to standards for adequate turning radii approved by the City Fire and Engineering departments with the tentative tract map(s) for this area of the Specific Plan.

4.4 Off-site Improvements:

a. Mattie Road: The Mattie Road right-of-way is 64 feet wide, including 44 feet of improved roadway to allow for turning lanes into the Mattie Road Annexation Specific Plan area. No parking on Mattie Road shall be permitted in front of the Specific Plan area. Improvements shall be constructed along the north side of Mattie Road as part of the Specific Plan development in areas where these improvements have not already been completed. Construction of a single public bus stop with benches, enclosure and a public phone should be required along the project frontage near the Mattie Road Commercial projects in Area 1.

Section 5.0 - PUBLIC SERVICES, UTILITIES and DRAINAGE

5.0 - PUBLIC SERVICES, UTILITIES and DRAINAGE

[This Section is not subject to Coastal Commission certification]

5.1 Water Resources: As discussed more fully in the Expanded Initial Environmental Study (Section 13.0; Page 52), Pismo Beach water resources are available from four primary sources: surface water from Lopez Reservoir, and groundwater from Well #5 in the Arroyo Grande Groundwater Basin and from Wells #9 and #10 in the Five Cities/Fourth Street area. Total annual supplies approximate 2,216 acre feet per year (afy).

City-supplied water resources were not available at the time of preparation of this Specific Plan to supply the residential and commercial developments of the Mattie Road Annexation territory. Although the City was taking steps to acquire additional water supplies for projects such as this, those supplies were unavailable in early 1991. Until such time as the City Council is again in a position to allocate water supplies to new developments, an interim program of water retrofitting is available for the project proponents of the Mattie Road area in the event they chose to proceed with development.

Under this retrofit program, water supplies are "generated" by builders through the replacement of older plumbing fixtures, thereby saving water in sufficient quantities to serve their proposed developments. Other aspects of this retrofit program include retrofitting landscape and park irrigation systems, as well as drilling non-potable water wells to serve as irrigation supplies.

As required in this Specific Plan, individual project applicants will be required to provide detailed calculations of water demand projections for their projects, as well as a "Water Service Plan" to demonstrate the manner in which retrofitting or other methods will be used to "generate" water resources in sufficient quantity to serve the proposed project. This "Water Service Plan" will be reviewed and approved by the City during planning permit

processing in a manner consistent with City policies in effect at the time of said processing.

5.2 Mattie Road Annexation Water Demand Estimates: Citywide water use estimating figures available at the time of preparation of this Specific Plan stipulated that multi-family residential projects such as the clustered condominium projects contemplated in the Mattie Road Annexation area were generally estimated to consume 0.3 afy per residential unit. Utilizing this general figure, projected water demand for the residential projects could be as high as 69.3 afy at full buildout. The commercial component is estimated to use 2.0 afy, bringing total annual demand to 71.3 afy at full project buildout.

Table 5-A has been developed and presented to provide a revised estimate of the potential residential water demands based on a more generalized calculation of the individual project components of the Mattie Road Annexation, as well as to consider the lower water demands of "xeriscape"-type landscape improvements advocated herein. This Table suggests a lower per residential unit factor of 0.22 afy, taking into consideration the design and landscaping standards presented in this Specific Plan.

TABLE 5-A

REVISED ESTIMATES OF WATER DEMAND: RESIDENTIAL AND COMMERCIAL USES

Residential Area	Acres	Units	Demand Factors	Water Demand Estimate
1	55.77	103	0.22 afy	22.7 afy
2	20.04	47	0.22 afy	10.3 afy
3	19.59	41	0.22 afy	9.0 afy
4	19.68	40	0.22 afy	8.8 afy
Residential Subtotals	115.08	231		50.8 afy
Commercial	1.20		2.0 afy	2.4 afy
TOTALS				**53.2 afy**

The source of this information is detailed in the Engineer's estimate presented in the correspondence dated March 29, 1990 between Dennis Bethel and Associates and the City Engineer. This letter appears in the Expanded Initial Environmental Study (Water Resources Analysis - Section 13.0, Pages 60-62) as well as at the conclusion of this section of the Specific Plan.

This Specific Plan requires water conserving techniques to be incorporated into individual phase designs. Some of these requirements include: water-saving equipment for residences and businesses; xeriphytic landscaping; limited turf areas; preventative maintenance of utility lines; and water-saving irrigation systems. Based on the anticipated water savings presented in this Plan, projected water use could be reduced by as much as 25% for individual residential units, lowering overall project demand at full buildout to approximately 53 afy.

The figures presented in this section of the Plan are estimates only, and should not be considered final water use figures. In order to more precisely consider the many facets of residential and commercial development that have an effect on water use, more detailed estimates of water use will be performed and submitted for each phase of proposed development in a "Water Service Plan". This plan will estimate water use for the landscape and building improvements for each phase taking into consideration grading plans, unit sizes and designs, potential occupancies, landscape and irrigation designs and other factors considered appropriate by the City Engineer. This "Water Service Plan" will also describe the techniques to be pursued to provide water resources to satisfy the demand of each phase, whether through retrofitting or other means allowed by City policy.

5.3 Mattie Road Annexation Water Service Improvements: Adequate water storage facilities exist vis-a-vis the Freeway Foothills

Assessment District completion of the Shell Beach Reservoir #2 project.

Ultimate buildout of the Mattie Road Annexation residential developments calls for installation of a continuous 12" water main, running from Shell Beach Reservoir #2 through the subject properties and tieing into the Mattie Road Plaza commercial development existing immediately south of the annexation territories (see Map 14). A new 12" water mainline will need to be constructed from this Reservoir #2 through the subject properties in order to provide water service to the individual developments and phases of the Mattie Road Specific Plan. The 12" line will be looped through the Mattie Road development. This main line, and the new reservoir on the Spyglass Ridge property, will provide adequate pressure for domestic use, fire protection and landscape irrigation for the proposed developments of the Annexation properties.

Subject to the availability of continuous easements to install this 12" main line, it may be necessary to construct a temporary 12" line from Reservoir #2 tieing into Mattie Road and then entering the developing site(s) on an interim basis, until the 12" loop can be completed in the upper areas of the site as shown on Map 14. Plans for this interim improvement shall be subject to approval by the City Engineer prior to construction in the area. An option available to the initial phases of development would also be condemnation of the necessary utility easements across the length of the Mattie Road sites. Determinations to proceed with this option would be coordinated through the City Engineer and City Council.

Water main lines, lateral lines leading to the water meters, and the water meters shall be maintained by the City through easements or other mechanisms acceptable to the City. Lateral service lines running from the meters shall be the responsibility of the homeowners of the future projects.

5.4 Sewer Service: In its present state the Pismo Beach sewer system of wastewater collection, treatment and disposal is comprised of force mains and gravity flow lines, lift stations, interceptor lines, a secondary wastewater treatment plant and an ocean outfall line. Sewage in the project area travels through a 10 inch force main along Mattie Road, then through a 12 inch gravity sewer interceptor line on the Baycliff Village property, to the Addie Street Pump Station. After treatment at the plant, effluent is discharged through the ocean outfall line. Use of this outfall line is shared with the communities of Oceano and Arroyo Grande. The City's wastewater treatment plant currently processes approximately one million gallons of flow per day, and can treat a flow of 1.4 million gallons per day.

Based on the projected per residential unit water demands presented in the Bethel Engineers correspondence of March 29, 1990 (Expanded Initial Environmental Study - Water Resources Analysis - Section 13.0, Pages 60-62), interior water use was estimated at slightly over 125 gallons per day. Without reducing this number by interior uses that will not be introduced into the sewer system, the 125 gallon per day figure would translate into a daily estimate of 28,875 gallons per day of treatment demand. Including roughly 2/3rds of the estimated commercial water use would increase this figure by an additional 1,785 gallons per day, or represent a total daily wastewater treatment demand of 30,660 gallons per day, or a factor of 0.03066 million gallons per day additional treatment demand. This full buildout increase would represent a daily increase of approximately 3% over present treatment flows, and would be well within the capacity of the treatment plant to serve the project.

The 1982 PRC Toups Wastewater Master Plan analyzed ultimate development patterns in the City and included probable annexation sites, namely the Ontario Ridge and this Mattie Road annexations, planned in the General Plan. The Master Wastewater Plan recommended improvements to the Addie Street Lift Station located

in the downtown area to accommodate these future projects, and continuing buildout of the central and northern portions of the City. These recommended improvements included expansion of the overflow holding basin capacity and construction of a larger force main running from the Lift Station to the Treatment Plant. Each of these projects has been recently completed by the City.

The Annexation site is divided by an older stretch of the City's 12" gravity main line. Until completion of the Freeway Foothills Assessment District, this section of line was used to transport wastewater from the Freeway Foothills, as well as the Shell Beach to Sunset Palisades Planning Areas oceanward of Highway 101, to the City's treatment facilities. The Assessment District extended a force main line originating at the Spyglass Lift Station further south along Mattie Road to a newly constructed Lift Station located on Area 1 of the Mattie Road Annexation Specific Plan sites. This new extension of the force main line renders the older stretch of the gravity line unnecessary, and this line is slated for abandonment according to Engineering Department staff. The Area 1 lift station, which presently serves portions of the Spyglass Ridge, Mattie Road Commercial Plaza and the McLintocks Restaurant projects, was installed with the Freeway Foothills Assessment District improvements. The size of this lift station was based on the referenced developments as well as the potential density of the Annexation site at approximately 226 residential units and the small commercial area, which are planned to utilize the lift station facility.

Mattie Road Annexation wastewater will be collected on-site through gravity lines, and will be transported to the recently completed on-site lift station, at which point it will enter the City's existing facilities for transport to the Addie Street and Treatment Plant facilities. As an alternate, engineering plans for the initial phase of the project may consider utilizing the to-be-abandoned gravity line for collection of wastewater for sites above this line, and distribution to the existing 12" gravity line, thereby reducing

portions of the site that would otherwise flow to the Area 1 lift station. In consideration of energy and maintenance costs, gravity collection systems will be used to the maximum extent feasible, subject to City approvals.

All main sewer lines shall be maintained by the City through easements or other acceptable mechanisms approved by the City. Individual sewer laterals shall be the responsibility of the property owners for whom the laterals are providing service.

5.5 Storm Drainage: Current drainage patterns follow the natural contours of the land, over and through the hills and canyons to the marine terraces. Since the terraces slope continually toward the ocean, drainage progresses to the south side of the property. There are two drainage areas within the Specific Plan area. The first, referred to herein as the "easterly basin", is partially developed and includes the McLintocks Restaurant, Mattie Road Shopping Plaza, an uncompleted portion of the Baycliff Village condominium development and Area 1 (see Map 14) of the Mattie Road Specific Plan area. The second drainage area will be referred to as the "westerly basin", and this includes the balance of the Specific Plan area, Areas 2, 3 and 4.

Both drainage areas are characterized by steep slopes on their northerly portions, moderate slopes adjacent to Mattie Road and Highway 101, and a hydrologically poor soil complex and vegetative cover. Detailed drainage analyses have been completed for the easterly basin. Additional analysis was performed in conjunction with the Mattie Road Assessment District. A partial detention basin was installed for a portion of the Area 1 property of the Specific Plan with the Freeway Foothills Assessment District improvements to Mattie Road. More detailed information on these prior analyses are included in the Expanded Initial Environmental Study (Section 4.0, Page 13).

Storm water runoff for both Specific Plan drainage areas are conveyed under the freeway to Montecito Street, where the water is then conveyed by surface flow to the City's ocean discharge at the coastal bluff. Montecito Street does not contain curbs or gutter, and because of this the surface flows currently conveyed by the undeveloped Annexation areas become an upper limit, under which planning for future off-site discharge can be measured.

Each basin contains roughly 50-60 acres of runoff area that become tributary to the 36" R.C.P. culvert under the freeway that conveys water to Montecito Street. During a 100 year storm, approximately 150 cfs will reach the culvert from each basin area. Combined runoff on the order of 300 cfs can be expected for the Specific Plan and adjoining areas in their undeveloped and partially developed conditions.

Historical flows through the under-highway culvert are limited to 90 cfs. Recognizing that this is a limitation of the system, the runoff on the Annexation sites and the two basins will need to be managed through retention and detention facilities, in order to moderate the flow off-site to downstream facilities noted herein. In fact, the undeveloped nature of the sites and the noted limitation at the culvert inlet are already resulting in a somewhat informal detention facility in the present state. The development of the sites in the Annexation territories will require a formalized improvement in these two areas.

Because the runoff for the undeveloped properties exceed the capacity of downstream facilities, any development must include measures to relieve the shortfall. The typical solution for this problem is to limit runoff from the site and other previously developed areas to the capacity of the downstream facilities. This may be accomplished by the introduction of retention and/or detention basins subject to detailed soils and hydrology calculations. This solution has already been partially installed on the easterly basin (Area 1).

The need for additional retention and/or detention facilities exist for the western basin, comprised of Areas 2, 3 and 4 of the Specific Plan. Because of the topography of the western basin, a location for the detention facility should be considered on the Area 3 site. A more complete hydrologic analysis should be prepared that focuses on these remaining areas of the Specific Plan prior to the first development in Areas 2, 3 or 4.

On-site facilities shall be designed to maintain runoff at or below historical pre-development levels. In the event that off-site discharges may be increased above these levels, down-stream analyses will be conducted to evaluate the need for down-stream storm drainage facility improvements to accommodate said runoff.

The drainage analyses referenced herein and in the Expanded Initial Environmental Study should not be considered comparable to the detailed analyses that will be conducted for individual submittals for each phase of development within the Specific Plan area. The information summarized herein and contained in Technical Appendix (Appendix "G") represent broader planning studies to facilitate reviews of the annexation and land use implications of the Specific Plan and related documents. All phases of residential and commercial development will be subject to further hydrologic study, including refinement to the Drainage standards of this Plan, in conjunction with the more detailed studies required for each phase.

5.6 Solid Waste and Public Utilities:

a. Solid Waste Disposal Service: The residential development proposed as part of the Mattie Road Annexation Specific Plan is within the service area of the South County Sanitation Company. Through a contract with the City of Pismo Beach, the South County Sanitation Company provides both routine

and special collections. Most solid waste is transported to the sanitary landfill at Cold Canyon for disposal. Since residential service is currently being provided by the company to similar uses in the project area, no difficulties in servicing the site are expected.

b. Gas and Electricity Service: Gas and electricity service will be provided by the Southern California Gas Company. The existing gas line at Spyglass Drive and Shell Beach Road will be extended across U.S. 101 to Mattie Road and continue to the project. The gas line will be connected to the project at the east entrance, along Mattie Road.

   The existing residences along Mattie Road are served by overhead power lines crossing U.S. 101 at the west end of the project boundary. While the Pacific Gas and Electric Company could increase the electrical service from existing lines, the current facilities should adequately serve the Mattie Road developments. All power lines on the Mattie Road projects will be installed underground.

c. Telephone Service: The Pacific Telephone Company is able to supply service to the residential developments. The Mattie Road projects will be serviced by underground lines along Mattie Road.

d. Cable Service: Sonic Cable Television cables currently run along Mattie Road. Sonic Cable has adequate ability to serve the future development of the Mattie Road projects, all of which will be underground.

e. Police Jurisdiction: The Mattie Road developments will be under the jurisdiction of the Police

Department of the City of Pismo Beach. The Department consists of one chief, one lieutenant, five sergeants, one detective, thirteen police officers, and clerical staff (Holt, Oct. 1989). If the City of Pismo Beach's population increases as is anticipated, the Department may need to add staff, facilities, and equipment in order to maintain the current ratio of citizens to police staff. The ratio of the existing staff to the present population is considered satisfactory.

f. Fire Services: The subject property will be served by the Pismo Beach Fire Department. The department, primarily a volunteer organization, consists of one Fire Chief, one Fire Marshall, one Fire Captain, three Fire Engineers and a staff of paid call fire fighters. The department has two fire station facilities, one located near City Hall on Bello Street, and the nearer of the facilities located on Shell Beach Road near Seacliff Drive. Response times to the Mattie Road Annexation site is anticipated to be less than 4 minutes, with primary service coming from the Shell Beach Fire Station.

Department criteria classifies this site as low to moderate fire hazard because portions of the site exceed a 16% slope (Henlin, 1991). There are no wildland fuel concerns within the site itself that would otherwise, combined with the steeper slope areas, suggest a high fire hazard classification.

The development of the Mattie Road properties will conform to the maximum distance limitations of the National Board of Fire Underwriters for service areas. Fire Department officials anticipate that the department will be able to adequately respond to calls from the developments. The steep grass slopes on the

northern open space part of the property will be relatively inaccessible and will present a potential fire hazard to residential development in the area. The native vegetation of chaparral and grassland increases the risk of fire on these upper, undeveloped slopes.

Measures for increasing fire protection are included in this Specific Plan with the development guidelines for roads, utilities, architecture, and open space. In addition to the requirements listed elsewhere in this Plan, developments shall meet the following conditions:

1. Fire hydrants will be located throughout the site, at distances of no more than 300 feet apart. Locations of the fire hydrants will be approved by the Fire Department. The hydrants will have a minimum fire flow capacity of 1,500 gallons per minute, with a residual pressure of 20 psi. Each hydrant will be fed by a minimum 6 inch line with an individual isolating valve. All development applications shall submit fire flow calculations to be approved by the Fire Department.

2. Fire retardant vegetation will be used between the undeveloped hillsides and the developed area in a fire "greenbreak". The irrigated greenbreak will be a minimum of 50 feet wide. The greenbreak will be irrigated, planted and fenced per Section 3.6. Fire retardant landscaping materials will also be planted in the common areas of the project above the 150' contour.

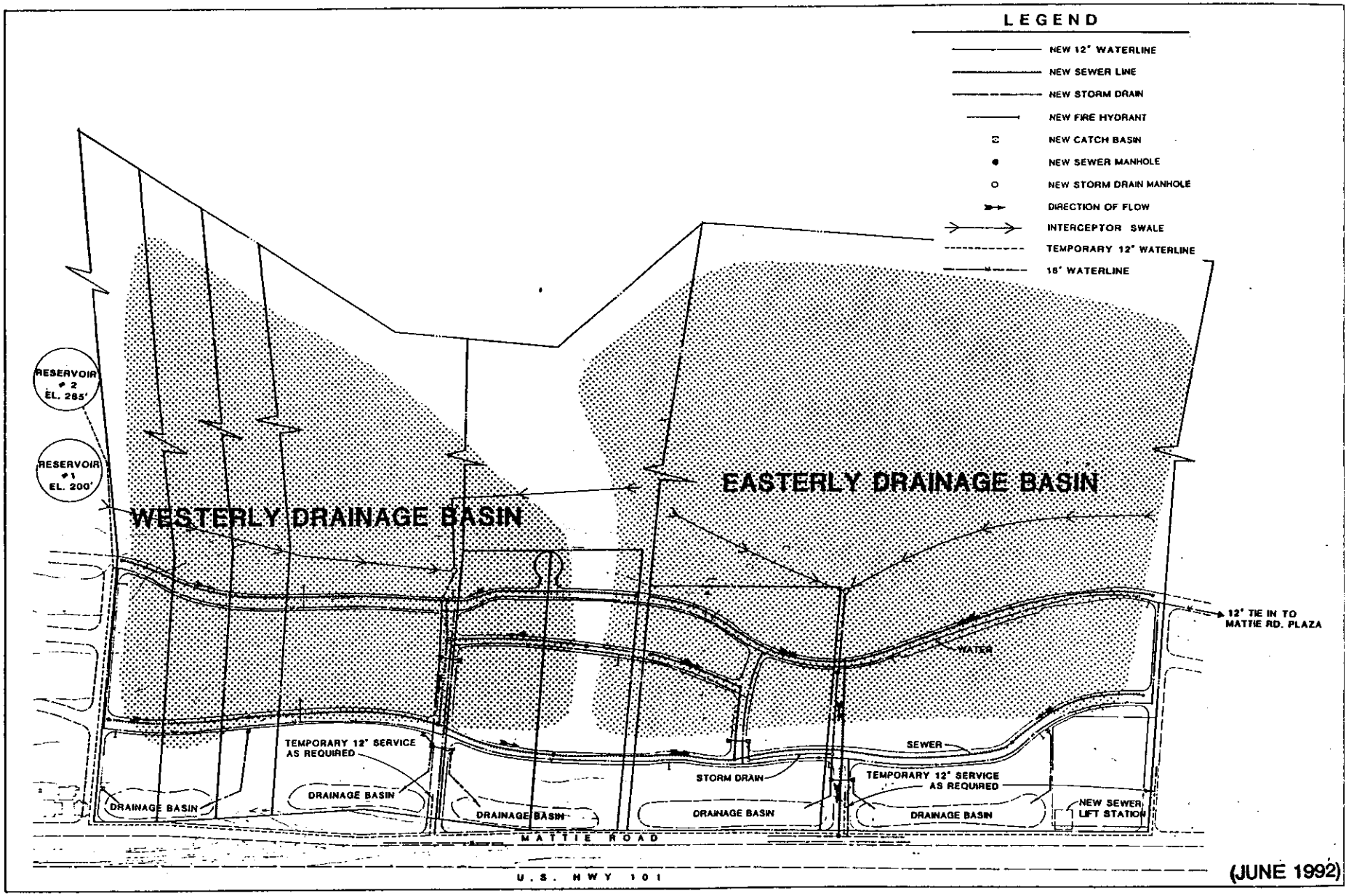
3. Fire retardant and fire resistant building materials will be used throughout the project area. For additional requirements, see Section 8.6, and Section 3.6.

4. Minimum unobstructed road widths for two travel lanes shall be 24' with street grades at or below 15%.

5. Class "A" roofs will be required, and eaves, balconies and unenclosed roofs and floors shall be constructed in a manner that provides one hour fire resistive construction. All chimneys shall have approved spark arrestors.

6. Multifamily, clustered or single family structures that exceed 4,500 gross square feet shall be sprinklered. In addition, structures that exceed 35' in height or are three or more levels shall be sprinklered. All sprinkler systems shall be approved by the Fire Department prior to construction.

5.7 Public and Private School Resources: The Mattie Road Annexation Specific Plan area is located within the Lucia Mar Unified School District. The district contains fourteen elementary, intermediate, and secondary schools. Students from the Mattie Road area would most likely attend Shell Beach Elementary School, Judkins Intermediate School, or Arroyo Grande High School. Because the school district has a bussing program, elementary and intermediate students might be sent to other schools in the Five-Cities area. There are also four private schools offering classes for grades kindergarten through grade 12.



(JUNE 1992)

MAP 14

WATER/SEWER/DRAINAGE PLAN-

MATTIE ROAD

ANNEXATION SPECIFIC PLAN

EDA

ENGINEERING DEVELOPMENT ASSOCIATES (805)549-8658

DENNIS BETHEL & ASSOCIATES, INC.
CIVIL ENGINEERS
2450 Professional Parkway, Suite 110 • Santa Maria, California 93455 • (805)934-5787 • FAX 934-3448

March 29, 1990
DB0020

RECEIVED
APR 05 1990
CITY OF PISMO BEACH
PUBLIC SERVICES

Mr. Jim Ashcroft
City of Pismo Beach
P.O. Box 3
Pismo Beach, CA 93449

Subject: Mattie Road Specific Plan

Dear Jim:

The following analysis will project the annual water demand for the subject project. It will also delineate the reduced water demand achieved by water conservation measures. This study is intended to consider what can be realistically expected with reasonable implemented water conservation measures. It will not evaluate the absolute minimum possible levels of use.

There are two methods of calculating water demand. One method is to use water demand estimations based on historical experience with water uses; they are called water duty factors, and are usually gleaned from water district records. They are averages taken from classes of users defined into groups by lot size and category of use; i.e. residential, industrial, institutional.

The second method used to calculate overall potential water use of a project is based on an estimate of each specific indoor use, per person, per day by type of use, by the gallon and totaled for 365 days. The indoor use is added to the proposed outdoor use of water to produce a total project per unit use and total project use. For a project specific analysis the latter method is a more accurate method of analysis and is the method employed in this analysis.

Calculation of Water Demand

Residential Without Conservation:

Area	Acres	Units	Demand Factor	Water Demand
1	13.0	95	0.4	38.0
2	6.0	47	0.4	18.8
3	5.1	40	0.4	16.0
4	5.2	42	0.4	16.8
Total Residential Demand				89.6

A typical dwelling unit used in this analysis houses a family of 2.5 persons and is 1200 square feet of land coverage, 500 square feet of hard surface (driveway, patio, etc.), 1,000 square feet of streets and sidewalk, and 3,000 square feet of landscaping (1,000 square feet turf, 2,000 non turf).

Based on this information, outside water use is estimated as follows:

Outdoor Use

Turf Areas	$\frac{1000}{43560} \times 1.5 =$	.035 AFY
Non Turf Areas	$\frac{2000}{43560} \times 1.0 =$	.046 AFY
Total Outside Use		.081 AFY

Indoor Use

Use	Gallons
Toilet (2.5 x 4 flushes x 1.7 gal.)	16.00
Shower (2.5 x .7 shower x 3 gal/min. x 10 min.)	53.00
Brush Teeth (2.5 x 1.3 brush x 2.5 gal)	8.10
Shave (1 x 4.5 gal.)	4.50
Wash Hands (2.5 x 5 wash x .2 gal.)	2.50
Drinking and Cooking (2.5 x 1 gal.)	2.50
Washing Clothes (2.5 x 2/7 loads x 35 gal.)	25.00
Dishwasher (.5 wash x 18 gal.)	9.00
Garbage Disposal (2.5 x .5 use x 1 gal.)	1.30
Pets	1.30
Washing and Household Cleaning (10 gal./week)	1.40
Houseplants	.50
	125.10

$\frac{125.1 \text{ gal./day} \times 365 \text{ days}}{43560 \times 7.48}$ .14 AFY

Total Use = .14 + .08 = .22 AFY

Based on the above calculations, a water saving and thorough conservation and landscaping would be .18 acre feet

Revised Residential Use Calculations

Area	Units	Demand Factor	Water Demand
1	95	.22	20.9
2	47	.22	10.3
3	40	.22	8.8
4	42	.22	9.4
			49.4 AFY

Commercial

Area	Units	Demand Factor	Water Demand
1	1.2	2.0	2.4 AFY

Total Demand	51.8 AFY
Water Allocation	15.2 AFY
Additional Demand	36.6 AFY
50% Adjustment Factors if required	18.3 AFY
Water to be Supplied by Retrofit Or Other Supply Sources	54.9 AFY

This analysis is based on project assumptions and is intended to assure the feasibility of the proposed project. As each individual area of this specific plan prepares development plans, they will need to provide analysis of the particular project to assure that water goals are achieved.

With the implementation of these conservation programs, use of existing allotments and retrofitting the proposed Specific Plan area can provide an additional [redacted] acre feet annually to the City water supply. 18.3

If you have any questions concerning this analysis, please contact our office.

Thank you for your consideration of this matter.

Sincerely,

Dennis Bethel P.E.

Section 6.0 - PLAN PHASING, GROWTH MANAGEMENT and PROJECT PHASING

6.0 - PLAN PHASING, GROWTH MANAGEMENT, and PROJECT PHASING

6.1 Growth Management Regulations: The General Plan/Local Coastal Program provides for a 3% residential growth rate in Pismo Beach as a means to ensure that the "quality of life" of the community is not impacted by growth that would otherwise out pace the provision of necessary public services and improvements to accommodate said residential growth. The City Council has adopted a Growth Management Ordinance (Ordinance 90-22) which, along with the GP/LCP, limits maximum residential growth to no more than 3% per year. This ordinance was passed in order to comply with the GP/LCP limits, provide time for the City to complete a major update of the GP/LCP, and thereby alleviate pressure on water and sewer resources and traffic, among other needs. In addition to Ordinance 90-22, the City has adopted Resolutions 91-02 and 91-03 to provide Administrative Procedures and detail in the implementation of Ordinance 90-22.

The purpose of Ordinance 90-22 as stated is to limit the issuance of residential building permits to an annual number not to exceed an amount equivalent to a 3% calculation of existing residential units in the community. This limitation is applied in such a manner as to permit a "first come, first served" process to ensue; effectively allowing residential building permits to be issued to projects in the order in which they are approved by the City Planning Commission and/or staff.

Resolutions 91-02 ("Larger Project Allocations") and 91-03 ("Administrative Procedures") provided a partial building permit allocation to larger projects because these projects include essential public improvements which represent a necessary and overriding public benefit in need of completion. The Mattie Road (Freeway Foothills) Annexation area was noted as one of these larger, "Classification I" projects. This allocation, which is detailed in Resolution 91-02, was

established for a three-year period which ends December 31, 1992. There was an 11 unit allocation for 1992.

These provisions recognize that larger residential developments provide important public improvements such as sewer and water facilities and roads. The benefits of these improvements to the general public justify planned growth management allocations for projects such as the Mattie Road Annexation properties.

A significant feature of the City's Growth Management Policy is that it anticipates phasing of the residential developments of projects such as the Mattie Specific Plan development over many years. In this manner, a defined buildout schedule allows the City and the project developer to plan and install needed public facilities and improvements in a coordinated fashion.

6.2 Impact on Water Resources: One of the reasons for the institution of growth management restrictions, as described in the ordinance, is the City's limited water resources. This Specific Plan identifies four existing sources of water for use by the project (Section 5.0). To a major degree, the ability of individual property owners to "generate" their water supplies will dictate the phasing schedule for the properties.

The owners of Mattie Road may retrofit existing homes, businesses and parks with water-conserving devices in order to obtain a credit of water for new development. It may also be possible for individual owners to utilize on-site irrigation wells for irrigation purposes to reduce overall water demands in accordance with Ordinance 89-19 and Resolution 89-127.

6.3 Project Phasing: Phasing of the Specific Plan developments will be dependent upon several factors. Development of the Plan area will comply with the City Ordinances and Resolutions in effect at the time of project approvals. Agreements between the City and the

developers which affect water allocations and annual build-out will also influence the project's phasing.

This Specific Plan allows projects to develop through a coordinated master plan, as phases of the overall development. All development will be based on the information presented in this Specific Plan. When detailed project phasing and construction plans are presented for City approvals, they should incorporate the development of infrastructure, recreational facilities, landscaping, and the open space preserve in coordination with the residential and/or commercial development.

The City Council encouraged planning and annexation of the Mattie Road Annexation properties through adoption of Resolutions R-86-74 and R-87-36, stating the City's intentions regarding annexation and development of this area (these Resolutions are included within Technical Appendix "N" of the Initial Study document).

Actions taken by the City of Pismo Beach in May, 1988, furthered their desire to proceed with annexation and development of the subject properties in that a request was made to the county of San Luis Obispo to include these county territories in the Freeway Foothills Assessment district. This request was approved by the Board of Supervisors for San Luis Obispo County in May, 1988. The City Council approved the final assessment district improvements by determining them to be complete and accepted by the City in January, 1990.

Residential building permits shall be secured consistent with City policies in effect at the time of applications to the Building Department.

Water will be supplied and used for the project consistent with City policies in effect at the time of development, and as provided for in this Specific Plan.

Section 7.0 - IMPLEMENTATION

7.0 - IMPLEMENTATION

[Sections 7.1, 7.2 and 7.5 are not subject to Coastal Commission certification]

7.1 Conditions, Covenants, and Restrictions: In order to ensure good site planning, a unity of architectural design character, sensitive landscape design, and the sound maintenance of all on-site structures, landscaping, and utilities, a set of conditions, covenants, and restrictions shall be drafted and approved as a part of the first unit of each individual development. These CC&R's shall include but shall not be limited to the following provisions as they relate to the private elements of the proposed Mattie Road Annexation projects.

a. Circulation:
   1. Street, sidewalk and driveway widths
   2. Street, sidewalk and driveway material and color
   3. Street and sidewalk landscape
   4. Street, sidewalk and driveway cross slopes and grading
   5. Street lighting

b. Site and Building Design:
   1. Grading
   2. Siting of structures
   3. Setbacks
   4. Foundation design
   5. Height
   6. Visual form
   7. Materials and color
   8. Solar Considerations
   9. Noise control
   10. Parking standards
   11. Fencing
   12. Landscape
   13. Open space access and protection

c. Maintenance:
   1. Privately Maintained Water System for irrigation
   2. Privately Maintained Sewer lateral lines
   3. Landscaping and open space
   4. Private Streets
   5. Unit Exteriors

6. Parkways
7. Appurtenances

d. Residential Additions:
   1. When allowed
   2. Design standards
   3. Homeowners Association approval
   4. Architectural review
   5. Amendments to development standards

e. Access for Public Protection Services:
   1. Fire
   2. Police

f. Homeowner's Association Integration:
   1. Coordination - Multiple Associations or a single Master Association with multiple associations.

The conditions, covenants, and restrictions will cover the entire project site.

7.2 Environmental Processing: Future subdivision and development applications will be subject to environmental review per the California Environmental Quality Act (CEQA).

7.3 Amendment of Plan: Any amendments to this Specific Plan shall be subject to review by the Planning Commission and review and approval by the City Council. For portion of this Plan subject to Coastal Commission certification, amendments shall be subject to Coastal Commission procedures.

7.4 Development Processing: This Specific Plan is only one step in a process leading toward eventual development. The next step for residential development would be preparation and approval of a Coastal Permit, Conditional Use Permit, Architectural Review and Tentative Tract Map applications and environmental review for all or a portion of the site. The Coastal Permit, Conditional Use Permit and Tentative Tract Map would resemble the schematic development plan but would contain more details such as lot dimensions, preliminary grading, proposed utility lines sizes,

location of easements, and other data required by the City Subdivision Regulations. The tentative tract map would be reviewed for consistency with the General Plan and the Specific Plan as well as conformance to conventional requirements.

7.5 Specific Plan and Assessment District Reimbursements: Two issues regarding reimbursements for costs "fronted" in the preparation, processing and adoption of this Specific Plan, and the previously completed Freeway Foothills Assessment District (#86-AD-02) remain outstanding.

Specific Plan: As noted earlier, nine separate properties comprise the Mattie Road Specific Plan area. These parcels account for 115.08 total acres within the annexation territory. Reimbursements for costs related to preparation and processing of the Specific Plan will be determined pursuant to a reimbursement program which may be adopted by the City Council.

Assessment District: In 1988, while establishing the Freeway Foothills Assessment District, the Pismo Beach City Council approved higher than normal assessments over portions of the Mattie Road Annexation Specific Plan area. The purpose of this action was to temporarily delay the costs to property owners within the annexation area who indicated no present desire to proceed with development of their property.

The City Council re-spread the assessments over the property owners within the Mattie Road Annexation Specific Plan area who were willing to accept these assessments until such time as the owners of the sites relieved from the assessments chose to submit plans for development. These actions are detailed in the Engineer's Report for the Assessment District, adopted and approved with Resolution R-88-89.

Following annexation and certification of the LCP amendments, proposals for development can be submitted to the Community

Development Department. At this time, a Resolution and/or Ordinance is expected to be adopted by the City Council setting forth reimbursements due to the property owners that "fronted" the assessments as described above. This Resolution and/or Ordinance would outline a reimbursement agreement not to exceed a period of more than 15 years as provided for in the City municipal code. This reimbursement shall be due (from a property owner temporarily relieved of said assessment) to the City, and then is expected to be transmitted to the original property owner accepting the additional assessment with the recordation of the Final parcel or tract map. The final map shall not be recorded until such time as final amounts on these assessments are paid in full.

7.6 Summary of Plan Requirements:

1. Any development in the Specific Plan area shall be consistent with the certified General Plan/Local Coastal Program (GP/LCP).

2. Any development must include appropriate mitigation measures described in the certified Environmental Initial Study unless the City Council has specifically deleted the mitigation measure on the basis of overriding concerns.

3. Development within the Mattie Road Annexation Specific Plan area will be constructed by individual entities. Project development plans shall include, unless otherwise required by the City, the following:

   Street construction
   Water distribution system
   Water storage facilities
   Water transmission main
   Wastewater transmission line and pumping facilities
   Landscape construction, irrigation and planting
   Utility installation

Drainage facilities
Bicycle trails on Mattie Road
Fire greenbreaks
Pedestrian system
Recreation facilities
Open Space Preserve

4. Approval of a Tentative Tract Map, Conditional Use or Development Permit, Coastal Permit, Architectural Review and environmental review for development as applicable shall be required for projects within the Specific Plan area.

5. Project Development Plans, including unit design, open space and recreational facility plans, shall be submitted concurrently with the Tentative Tract Map application for each unit of the development.

6. Development of all projects shall meet the requirements and standards of the Specific Plan. Any proposed deviations from these standards shall require an amendment to the Specific Plan by noted in Section 8.3. To the extent that said amendment includes land use or LCP changes, said amendment shall be certified by the Coastal Commission.

7. The Homeowners Association shall maintain all common areas, including roads, driveways, on-site drainage facilities, open space and recreational facilities.

8. All areas shall be developed with the types of uses described in the Specific Plan. However, specific designs of units and private street systems may differ as deemed necessary by the City. Designs must be consistent with the requirements of the Specific Plan.

9. As part of the city's review of future Tentative Maps, Conditional Use Permits, Coastal Permits or prior to the issuance of building permits for individual phases of the development, building elevations shall be submitted to the Planning Commission for their review. Plans shall indicate variation in design, colors, and materials as described in the Development Plan (Section 3.0).

10. All garages shall have automatic roll-up garage door openers.

11. An acoustical engineer shall prepare a program for noise mitigation measures to be instituted in the project design of each development and/or the first phase of each development.

12. All roofs shall be Class A, constructed of non-combustible materials. All attached residential units shall be separated by minimum one hour fire walls.

13. Site and structural design shall comply with City standards for building height, setbacks, lot coverage, parking spaces, open space, and all other applicable regulations as specified herein.

14. All design and construction within the Specific Plan area shall meet all applicable City regulations.

15. All residential units, roads, and other structures shall be designed to complement the natural terrain. Development Plan review shall include a complete grading study.

16. No construction will occur above the 200 foot contour as described in Section 3.0 of this Plan, or within areas of existing 30 percent slope. No grading is permitted above the 30 percent slope line.

17. If bedrock is encountered when grading, slopes will be benched and backfilled with topsoil suitable for planting. Backfill for planting will be a minimum of four feet in depth. Individual soils reports, containing findings and recommendations, shall be included as part of the submittal package for each tentative tract map, conditional use permit and coastal permit for each individual subdivision and commercial development.

18. In order to mitigate dust generation, the smallest areas feasible shall be graded at one time as determined by the City Engineering Department. Revegetation shall occur as soon as grading is completed. During all phases of construction, all exposed or disturbed soil shall be watered down twice daily, unless other suitable dust mitigations measures are employed. Export trucks shall be covered and loads moistened.

19. A "Class I" bike path will be provided along Mattie Road as required in the General Plan/Local Coastal Program.

20. All private roads shall be accessible to the police and fire departments. No access gates on these roads will be permitted. The City shall secure offers for private easements between parcels for circulation connections with all Tentative and Final Subdivision Maps. All street names will be approved by the Fire and Planning Departments.

21. Interior walkways, as well as the adjacent parkway along Mattie Road, shall be constructed per Section 3.6 of this plan.

22. Each individual subdivision shall be designed with temporary turnarounds and temporary emergency access roads as deemed necessary by the Fire Department.

Temporary access roads shall be of a pre-approved, all weather, material.

23. As a part of the review of future developments, it will be necessary to prepare legal descriptions for easements that will be required for the installation of water mains, water storage facilities, sewer lines and where necessary, right-of-way dedications for Mattie Road widening.

24. Drainage and erosion control facilities shall comply with the City's Grading and Erosion Control Ordinance.

25. All utilities shall be installed underground throughout the project.

26. Drainage shall be approved by the City Engineer as part of the submittal package for each tentative tract map and permit application for each development and/or incremental phases of each development.

27. Siltation and detention/retention basins, where approved by the City Engineer, shall be constructed to adequately control storm water runoff. This drainage system shall be extended to the coastal bluffs as required by the City Engineer with appropriate erosion prevention measures.

28. The location and number of fire hydrants will be determined by the Fire Department.

29. The water systems designed as part of each development shall be approved by the City Engineer and Fire Department to ensure adequate water pressure, flows and fire protection. Required water flows and water pressure shall be per City Standards.

30. Plans for xeriphytic landscaping with automatic irrigation designed by a California Registered Landscape Architect shall be required for all open space areas for individual projects and/or incremental phases of each development. All common areas, including the open space preserve, shall be landscaped per the approval of the City Planning Commission or their designee.

31. Areas over the 200' contour designated as open space shall be dedicated as open space by easements. No development shall occur over the 200' contour. No trails shall be permitted over the 200' contour.

32. Revegetation shall be performed on all cut and fill slopes prior to construction of any units as per the design of a California Registered Landscape Architect. Design shall be per Section 3.5 of this Plan.

APPENDIX A

GENERAL PLAN and LOCAL COASTAL PLAN

CONSISTENCY ANALYSIS and FINDINGS

APPENDIX A

General Plan/Local Coastal Plan Consistency Analysis: The Mattie Road Annexation property is located in the "Freeway Foothills Planning Area Q", in the General Plan/Local Coastal Program (GP/LCP) for the City of Pismo Beach, adopted in 1981. There are a number of policies and regulations that apply directly to this Annexation area. A discussion of these specific policies and how this Specific Plan responds to each follow.

Each Policy and Program of the GP/LCP related to this Planning Area has been reproduced in the following sections, with a discussion of the Specific Plan response to each issue, followed by a "Consistency Finding" to be adopted with the Plan.

Policy SPQ-1: "The Freeway Foothills Planning Area shall be designated a Limited Medium Density Residential (up to 8 dwelling units/acre) and Limited Commercial, Planned Development with considerations given to preservation of scenic resources and open space. The Planning Area shall be developed under a maximum of three Specific Plans, one each for the three geographically separate sub-areas within the Freeway Foothills Planning Area."

Consistency Analysis: The Mattie Road Annexation will be a phased development of a 115.08 acre planning area which will be devoted to a Limited Medium Density Residential development with a maximum density of 8 dwelling units/acre and a 1.20 acre retail commercial site. The Specific Plan proposes approximately 85 acres (75%) of the land to be preserved as permanent open space. The open space area includes all of the land above the 200 foot contour, and all lands with slopes of 30% or greater. This open space area will be designated "Open Space" in the GP/LCP.

The three geographically separate sub-areas referenced in this Policy refer to the Baycliff Village and Spyglass Ridge master-planned areas as areas 1 and 2, with the third area being just north of the Spyglass Drive

intersection. The Mattie Road Annexation area would comprise the fourth sub-area, and this Policy will require amendment as presented in Appendix "C" of this Specific Plan.

Consistency Findings: The Mattie Road Annexation Specific Plan prescribes the annexation of the fourth separate and distinct sub-area within the Freeway Foothills area, as noted in the GP/LCP. Annexation and development of this area, as presented in the Mattie Road Annexation Specific Plan, is consistent with GP/LCP provisions regarding density limits, limited commercial development preservation of scenic and open space resources, and shall be developed consistent with an approved Specific Plan (the Mattie Road Annexation Specific Plan).

Program SPQ-1: "The Planning Area shall be zoned Planned Residential Development. Development shall be clustered at the base of the foothills with ample provision for open space and corridor views of the foothills from U.S. Highway 101."

Consistency Analysis: The Freeway Foothills Planning Area (Mattie Road Annexation Specific Plan area) is proposed to be zoned Planned Residential (PR) Development, Open Space-Recreational and Commercial. The proposed Specific Plan area includes a limited amount of acreage on the site along the ridge line that contains acreage located on slopes of less than 30%. These areas, however, shall be retained as open space and will not be developed. All residential and commercial development of the annexation sites shall be on areas below the 200' contour demarcation. Program SPQ-1 shall be amended as identified in Appendix "C" of this Plan.

Consistency Findings: As presented in the Specific plan, the development of the site will respect the "clustering" concepts for residential units on the lower slopes to allow for maximum retention of open space and visual corridors throughout the properties.

Program SPQ-2: "Development in this Planning Area shall be designed to minimize the impacts on views to the foothills from public view areas (including U.S. Highway 101, lateral beach accessways and public

beaches) and the visual intrusion of the development into the adjacent U.S. Highway 101 coastal travel corridor. Specifically, the size, location, and massing of structures shall not obscure the scenic backdrop provided by the foothills to visitors, passing motorists, and residents or detract from the ocean vista and coastal landforms. To accomplish these design objectives, the following development standards shall be incorporated into the Specific Plans:

1. All development shall be built on or into existing grades.

2. Residential units shall be clustered and located off the top of ridges, knolls or hummocks at sufficient distances to retain the silhouette profile of the topographic feature.

3. A minimum of 60 percent of the planning area shall be retained in open space.

4. No principle structures (such as a recreation building) shall be placed closer than 50 feet to the right-of-way of Mattie Road.

5. Heights of all structures shall be limited to three (3) levels and not exceed 25 feet in height above existing grade, with substantial setbacks of floors to reduce the appearance of bulk.

6. Development may be permitted on slopes with gradients up to 30 percent; however, in no case shall development be permitted above a footprint elevation of 200 feet above mean high tide. Density may be calculated on lands up to the 250 foot contour, but in no case on lands with slopes greater than 30 percent.

7. Transfer of density may be permitted in this planning area to retain areas of open space."

Consistency Analysis: In order to minimize the visual impact of development in the Freeway Foothills Planning Area, all of the above development standards are incorporated into the Mattie Road Annexation Specific Plan.

The cluster-type building arrangement allows for open space within the development and provides scenic corridors for ocean and mountain views, both from the development and from Highway 101. It also reduces the visual density of the project. The clustered units are located on slopes with gradients of less than 30%. No structures will be built on elevations above the 200 foot contour. All principle structures will be sited at least 50 feet away from the right-of-way of Mattie Road, creating a visual and noise buffer along the project boundary.

Consistency Findings: The Mattie Road Annexation Specific Plan describes criteria and standards that, when combined and incorporated into the development plans for the various annexation sites, will provide a coordinated and planned improvement of the annexation area in a manner consistent with the policies stated in the GP/LCP for the Planning Area.

Program SPQ-3: "Limited commercial use oriented toward visitor and neighborhood use shall be located adjacent to the existing restaurant."

Consistency Analysis: Provisions for a small (1.20 acres) commercial land use are called out in the Specific Plan. This use shall be limited to neighborhood shopping and commercial services as per the GP/LCP.

Consistency Findings: The Specific Plan provides for a 1.20 acre site for retail commercial land uses consistent with the provisions of the GP/LCP.

Program SPQ-4: "All development in the Freeway Foothills Planning Area shall be under Specific Plans. If individual master plans are developed for each major parcel of a Specific Plan, the plans shall be reviewed in conjunction with one another to determine if design and layout is compatible and that the master plan shall include clustering of units, open space areas, view corridors, private and public recreational areas and a compatible system of roads, bike paths, and pedestrian paths."

Consistency Analysis: Development of this area will occur only in a manner consistent with the adopted Mattie Road Annexation Specific Plan, as specified in Program SPQ-4.

Consistency Findings: The Mattie Road Annexation Specific Plan is consistent with the requirement for the adoption of same prior to annexation and development of the subject properties.

Program SPQ-5: "A density bonus may be provided to encourage maximum provision for open space areas."

Consistency Analysis: No density bonus has been proposed. The open space proposed comprises approximately 75% of the total site.

Consistency Findings: The Specific Plan requirements effectively provide open space areas without the need to incorporate density bonuses for the project site.

Program SPQ-6: "Limited motel uses may also be considered when they are shown to be compatible with adjacent residential uses."

Consistency Analysis: No motel uses are proposed as part of this Specific Plan.

Consistency Findings: Motel use on the subject property is found to be unnecessary and generally incompatible with the residential and commercial neighborhoods of the Freeway Foothills Planning Area.

Policy SPQ-2: "Development should consider the special environmental conditions defined in the area."

Consistency Analysis: The steeper slopes and native vegetation provide excellent habitats for a diversity of wildlife. Since development will occur only on the lower elevations, these habitats will not be disturbed. Construction activities and increased human activity in the lower elevations will result in the disruption or displacement of grassland vegetation and associated wildlife. Since annual grassland species play a

critical role in controlling soil erosion, revegetation will begin immediately after grading of each phase is finished. As described in the Specific Plan, plant materials will consist of both native and other xeriphytic plant material that will harmonize with the existing vegetation.

Consistency Findings: As presented in the Expanded Initial Environmental Study for this annexation territory, special environmental aspects of the site and potentially negative environmental consequences from the development of the site, have been considered, and where necessary, identify mitigation measures to reduce impacts to a degree of insignificance per the site plan and development standards presented in the Specific Plan. Future development applications shall be subject to environmental review.

Program SPQ-8: "Prior to development of this area a detailed analysis should be undertaken to determine surface runoff and erosion potential and its effect on the area located west of the freeway."

Consistency Analysis: A preliminary soils report was conducted by S and G Testing Laboratory over a portion of the site to ascertain general soils and geologic conditions for the purposes of the Specific Plan processing. This information is indicative of the conditions of the area, but will not supplant the need for detailed studies submitted with any phase applications, which will be required. Erosion control measures, including drainage facilities and revegetation, are included in the Specific Plan. The Development Plan section of the Specific Plan describes in detail the master storm drainage plans for the site, as well as a conceptual plan for the overall site drainage system. These sections of the Plan will be adhered to in implementation of any of the Specific Plan developments. Environmental review on a per-development application basis will include a surface runoff analysis.

Consistency Findings: The Specific Plan has evaluated the need for public and semi-public facilities associated with the development of the subject properties. The Specific Plan has provided an adequate schematic plan for the implementation of necessary infrastructure improvements with

individual projects within the overall development criteria of the annexation territories.

Program SPQ-9: "The developers in this planning area shall be required to provide necessary structures to carry surface water runoff from their property without impacting adjacent property or development between the freeway and the ocean."

Consistency Analysis: A drainage evaluation for the Mattie Road Annexation Specific Plan area is included in the Initial Environmental Study conducted for this Plan. Suggested mitigation measures will be implemented on a per-application basis to alleviate potential problems on-site and downstream of the project site.

Consistency Findings: Drainage System improvements identified in the Specific Plan are schematic in nature, and to this degree shall be verified with detailed hydrologic analyses conducted and accepted for each development proposal presented to the City.

Program SPQ-10: "Appropriate erosion control measures should be implemented for construction of any project in this planning area; project design must contain appropriate erosion control measures and specify methods of maintenance."

Consistency Analysis: As described in the Specific Plan, revegetation of disturbed areas shall occur as soon after grading as possible. Established ground cover will minimize erosion by wind and water runoff. A system of storm drains and two retention/detention basins is proposed to accommodate rainstorms or other excessive runoff. Future development applications will be subject to environmental review to address this issue.

Consistency Findings: The Specific Plan is consistent with the requirements of the GP/LCP and the City's Grading and Erosion Control Ordinance. All development of the site shall be consistent with the standards of the Specific Plan.

Program SPQ-11: "An archaeological reconnaissance shall be required prior to any development project in this planning area."

Consistency Analysis: An archaeological survey of the subject property was conducted by archaeologist, Clay Singer, in August of 1987. The study revealed no recorded or undetected sites on the property, and thereby concluded that disturbance to artifacts of a cultural or historical significance were not probable with the improvement of the subject property pursuant to the Specific Plan. Future development applications will be subject to environmental review to address this issue. Additionally, a standard condition regarding unforeseen encounter of such materials will be applied to any development approvals for the site.

Consistency Findings: With the requirement for environmental review for future development applications, the Specific Plan is consistent with Program SPQ-11.

Program SPQ-12: "Development shall provide mitigations to reduce excessive noise levels within the development where necessary."

Consistency Analysis: The Mattie Road Development site receives a significant amount of noise from U.S. Highway 101 traffic. Mitigation measures include: A fifty foot building setback; structural elements such as shall, door, and window construction; and exterior elements such as patio walls, balconies, and berms are established through the Specific Plan.

Consistency Findings: Standards for site planning techniques and construction measures providing mitigation of excessive noise levels are incorporated in the Mattie Road Annexation Specific Plan.

Program SPQ-13: "Oak trees shall be protected to the extent feasible."

Consistency Analysis: Existing oak trees on the site occur to the north, on the higher, steeper slopes. These trees occur predominantly in and near the canyons and natural drainage courses in these locations. Project development will occur only at the base of the foothills, so the oak

community will not be disturbed. No grading is allowed within driplines of oak trees.

Consistency Findings: Provisions for maintaining oak trees have been incorporated in the Mattie Road Annexation Specific Plan.

Program SPQ-14: "Natural vegetation and fire retardant vegetation at the base of the hills shall be incorporated into landscape plans. Exposed cut and fill slopes shall be revegetated as soon as possible."

Consistency Analysis: On the uphill side of structures, existing vegetation will be replaced with fire resistant, erosion retarding plant materials up to the 30% slope line and/or the 200 foot elevation. The fire greenbreak will be a minimum of fifty feet wide and contain xeriphytic plants, including native species, satisfactory to the Fire Department. Revegetation will occur immediately after grading and structural construction are complete to the extent feasible. Temporary erosion control plans will be integrated in the project.

Consistency Findings: Natural and fire retardant vegetation will be incorporated in the developments permitted to proceed under the Mattie Road Annexation Specific Plan.

Policy SPQ-3: "Both public and private recreational facilities shall be provided."

Consistency Analysis: Recreational use of the development site will include play and picnic areas, pedestrian paths and an open space preserve encompassing the majority of the annexation territory.

Consistency Findings: Recreational facilities are provided with the Specific Plan for the Mattie Road Annexation area.

Program SPQ-15: "A public recreation facility shall be provided within the planning area. This facility shall contain both active and passive recreational uses."

Consistency Analysis: The City has designated the possibility for a public recreational trail network to encompass this and other existing and potential future sites within and adjoining the Freeway Foothills Planning Area (reference 1991 Sphere of Influence and General Plan Update drafts). The Specific Plan describes recreation facilities located under the 200' contour to avoid disturbance to the hillside vegetation. If a City trail system in the surrounding areas is developed in the future, the area over the 200' contour may be considered for inclusion, subject to additional environmental review.

Consistency Findings: The Mattie Road Annexation Specific Plan includes provisions for contributions to publicly accessible recreational areas consistent with the GP/LCP.

Program SPQ-17: "Private recreational facilities, in conjunction with homeowners' associations, are encouraged."

Consistency Analysis: Homeowners' associations will be established to maintain common properties such as the open space preserve, picnic areas and landscaping. The associations would also maintain site amenities such as pools and tennis courts, if proposed.

Consistency Findings: Homeowner's associations shall be instituted to coordinate maintenance of the common area private recreation facilities and improvements throughout the Mattie Road Annexation Specific Plan area.

Program SPQ-18: "Passive open space areas shall be maintained by the future owners and can have limited recreational use."

Consistency Analysis: Individual homeowners' associations will be established by each project to administer common property, including open space area.

Consistency Findings: Homeowner's association(s) shall be instituted to maintain the passive open space facilities throughout the Mattie Road Annexation Specific Plan area.

Policy SPO-4: "The City may consider annexation of the County parcels in the middle of the planning area between 1985 and 1990 if it is determined that services are available and adequate."

Consistency Analysis: The City Council of Pismo Beach has adopted Resolutions R-86-74 and R-87-36, stating their intentions to consider and initiate annexation of the territories in the Mattie Road Annexation Specific Plan.

Consistency Findings: The provisions of the Mattie Road Annexation Specific Plan and the availability of necessary services for annexation and ultimate development of the subject properties are considered to be adequate at this time.

GP/LCP Policy-Program	Page in GP/LCP	Specific Plan Section Cross-reference
Policy S-4	III-8	5.5
Program S-4	III-8	5.5
Policy S-7	III-9	2.4
Policy S-10	III-23	2.4
Program S-52	III-76	2.4
Program S-56	III-77	2.4
Program S-58	III-57	2.4
Text-Freeway Foothills	III-95-96	1.3
Text-4. Designated Significant Natural Resource Areas	III-105	1.3
Program NR-1	III-106	3.6(h)
Policy NR-2	III-106	4.3(d)
Program NR-2	III-106	4.3(d)
Policy NR-3	III-106	4.3(d)
Program NR-3	III-106	4.3(d)
Policy NR-15	III-111	3.6
Program CR-5	IV-6	Appendix "J"

The remaining policies/programs are referenced in the forefront of this Appendix.

GP/LCP Policy-Program	Page in GP/LCP
Text-O. Freeway Foothills Planning Area	IV-157-158
Policy SPQ-1	IV-158
Program SPQ-1	IV-158
Program SPQ-2	IV-158
Program SPQ-3	IV-159
Program SPQ-4	IV-159
Program SPQ-5	IV-159
Program SPQ-6	IV-159
Program SPQ-7	IV-159
Policy SPQ-2	IV-159
Program SPQ-8	IV-159
Program SPQ-9	IV-159
Program SPQ-10	IV-160
Program SPQ-11	IV-160
Program SPQ-12	IV-160
Program SPQ-13	IV-160
Program SPQ-14	IV-160
Policy SPQ-3	IV-160
Program SPQ-15	IV-160
Program SPQ-16	IV-160
Program SPQ-17	IV-160
Program SPQ-18	IV-160
Policy SPQ-4	IV-160

APPENDIX B

ZONING CODE and LOCAL COASTAL PROGRAM CONSISTENCY ANALYSIS and FINDINGS

APPENDIX B

Zoning Consistency Analysis: A portion of the Mattie Road Annexation Specific Plan area is zoned Planned Residential (P-R). The Zoning Ordinance prescribes the following conditions:

17.033.010 Purpose of Zone: "The Planned Residential, or P-R Zone, is designed to facilitate greater flexibility in the development of any area by providing a means for varying designs and structures best suited to environmentally sensitive locations, including geologically hazardous or visually sensitive areas, as delineated in the General Plan/Local Coastal Program Land Use Plan. Land in the Planned Residential Zone shall be subject to the provisions set forth herein."

Consistency Analysis: The proposed Mattie Road Specific Plan addresses the intent of the ordinance by requiring the clustering of residential units on the site and extensive designations of open space along the foothill area.

17.033.020 Uses Permitted Subject to a Conditional Use Permit: "Uses permitted in the Planned Residential Zone may include and shall be limited to:

1. Dwelling units in detached or multi-storied structures or any combination thereof;

2. Non-residential uses of a religious, cultural, recreational and commercial nature to the extent they are designed and intended to serve primarily the residents of the planned unit development. No commercial use, nor any building devoted primarily to a commercial use, shall be built or established prior to the occupancy of seventy-five (75) percent of the residential buildings for which it is designed to serve."

Consistency Analysis: The Mattie Road Annexation Specific Plan proposes a maximum of 231 dwelling units. Two and three level residences, townhouses, flats and detached units are the types of dwelling units required in this area. Approximately 1.20 acres in the southeastern corner of Plan Area 1 is reserved for commercial uses. The Specific Plan incorporates the permitted uses as outlined in this Section and is consistent with this ordinance.

Consistency Findings: The residential and commercially designated properties within the Mattie Road Annexation Specific Plan area are consistent with the provisions of Municipal Code Sections 17.033.010 and 020. No commercial development is proposed in the PR zone.

17.033.030	Application for Tentative Approval of a Planned Residential Development:
17.033.040	Plans Required:
17.033.060	Findings of the Planning Commission:
17.033.070	Findings and Recommendation Transmittal For City Council Action:
17.033.080	City Council Action on Proposed Planned Residential Development:
17.033.110	Termination:
17.033.140	Variation from Minimum Requirements:

Consistency Analysis: Future development applications in the Mattie Road Specific Plan area will be subject to the requirements of these Zoning Code provisions.

Consistency Findings: As specified above, the Specific Plan is consistent with the above provisions of the Zoning Code.

17.033.120 Site Planning Standards: "The standards set forth in this Section shall apply to each Planned Residential Development Zone. In its report to the Council, the Planning Commission may recommend such additional standards as it deems necessary or desirable in carrying out the general purpose and intent of this article. The intent of this zone is to

encourage and foster sensitive and well-conceived residential development proposals. The following data shall be provided."

"1. Plan: The plan may provide for a variety of housing types."

Consistency Analysis: The Mattie Road Annexation Specific Plan specifies a variety of housing types, including two and three level townhouse condominiums, which contain two or three-bedroom units. Single family detached residences will also be permitted. Housing types will be identified in future development applications.

"2. Lot Area, Coverage, Setbacks: The plan shall follow the criteria established for lot area, coverages and setbacks in Chapter 17.102."

Consistency Analysis: The criteria for lot area, coverages and setbacks have been set forth by the Pismo Beach Local Coastal Program and have been adhered to by the Mattie Road Annexation Specific Plan. They include: Front yard setbacks - 15 feet; Rear yard setbacks - 10 feet; Side yard setbacks - 10 feet between structures; Lot coverage - not to exceed 40%; Lot area - not to exceed a maximum density of 8 units per acre.

"3. Height: The height of buildings shall be flexible, utilizing the limitations established for similar uses by Chapter 17.102 herein as a guideline for R-1, R-2, and R-3 zones, unless specific standards are identified in the General Plan/Local Coastal Plan Land Use Plan. Heights of structures shall be designed consistent with the efficiency of public services and protection of public views from designated scenic highways. Furthermore, the landowner has the burden to show that such height will not have an undue and adverse impact on the landscape, the value of adjoining property or create undue costs for the provision or maintenance of existing public facilities or be prejudicial to a standard of excellence in the form and function of the planned residential development or to the area as a whole."

Consistency Analysis: As determined by the Height Limitation (HL) Overlay Zone (Sec. 17.081) the height of buildings planned for the Mattie

Road Annexation Specific Plan area will not exceed three stories or 25 feet in height above the existing grade. At the lowest elevations, single-story units will predominate, progressing to two or three-story (including parking) townhouses and flats on the upper portions of the site.

"4. Urban Forms: The quality of the physical plan shall demonstrate a standard of excellence in the grouping of buildings, aesthetic control, a harmony and compatibility among several elements; all designed to preserve the quality of the natural landscape and enhance the quality of the development."

Consistency Analysis: Schemes for architectural design will be proposed for the Specific Plan area on a per subdivision basis. The styles proposed will be appropriate for the site and the community. Dwelling units will be stepped structures, following the form of the hills. Natural and ornamental plant materials will be used to soften the effect of development upon the landscape. All structures will be clustered, allowing for a large amount of natural open space. This Plan is consistent with this provision.

"5. Density: The density for any P-R zone shall be within the density range as provided for by the General Plan/Local Coastal Program Land Use Plan. A plan may be provided for higher densities within the range if the Planning Commission deems that such higher densities will not have an undue and adverse impact on the landscape, the zone of visual dominance, the value of adjoining property and on the reasonable enjoyment and amenities of neighboring property or create undue costs for the provision or maintenance of public facilities or be prejudicial to a standard of excellence in the form and function of the planned residential development of the area as a whole."

Consistency Analysis: This Specific Plan has complied with the density range of up to 8 dwelling units/acre, as determined by the General Plan/Local Coastal Program Land Use Plan (Section II). The maximum number of residential units allowed in the Mattie Road Annexation Specific Plan is 231 units.

"6. Non-residential Uses and/or Structures: Non-residential uses of a religious, educational, recreational or commercial nature shall be designed or intended primarily for the use of the residents of the planned residential development. The burden of proof shall be on the applicant appearing at the public hearings to show that such uses will primarily serve persons residing inside the planned residential development."

Consistency Analysis: Recreational facilities within the project will primarily serve the residents of each development proposed.

"7. Separation Between Buildings: The minimum separation between main buildings in the development including structures in both residential and non-residential developments, shall be not less than ten (10) feet."

Consistency Analysis: Detached residences in the development will be separated by at least 10 feet and is consistent with this provision of the ordinance. Clusters of attached units will be separated by a minimum of 10 feet.

"8. Parking: All parking requirements under Chapter 17.108 etc. seq. of the Municipal Code shall be met."

Consistency Analysis: The Specific Plan requires compliance with the requirements of Chapter 17.108 of the Pismo Beach Municipal Code.

"9. Commercial Uses Within Large (200 or more dwelling units) Residential Development: Where the planned residential development contains two hundred (200) or more dwelling units, or the project development (based on the Local Coastal Plan) of surrounding areas together with the number of units proposed amounts to three hundred (300) or more dwelling units, five (5) percent of the developable portions of the planned residential unit development may be permitted to be neighborhood serving commercial uses. The commercial uses shall be restricted to those

uses permitted in the C-1 Commercial Zone, with specific uses within the class of use being approved by the Planning Commission. The commercial structure or structures shall be of an architectural design compatible with that of the nearby dwelling units."

Consistency Analysis: No commercial uses will be located in the P-R Zone. Approximately 1.20 acres in the southeastern portion of the property has been proposed for commercial uses and is zoned accordingly. This commercial development will be designed to meet the architectural standards of the residential units of Mattie Road Annexation Specific Plan.

"10. Open Space: Open space shall compromise at least sixty (60) percent of the gross lot acreage less road right-of-way in low density and medium density zones, and at least forty (40) percent in high density zones designated for residential developments. This open space shall be used for recreational or environmental amenities for collective or private enjoyment by occupants of the development, but shall not include buildings or structures, public or private streets, or driveways. Open space shall be organized in an effort to protect views of the ocean and coastal foothills, as appropriate to the property, based on the approved specific plan. A maximum of fifty (50) percent of the total required open space area may be composed of open space on privately owned properties unless a lower percentage is required in the General Plan/Local Coastal Program Land Use Plan. Every owner of a dwelling unit or lot shall own, as an appurtenance to such dwelling unit or lot, an undivided interest in the private common open space areas and facilities."

Consistency Analysis: Of the 115.08 acres comprising the total project area, approximately 85 acres (75%) will be preserved as common open space. The majority of the land will remain in its natural state as an environmental amenity. The remaining land will be utilized for recreational purposes. All open space will be collectively owned and managed by all property owners through a property homeowners' associations.

"11. Geologic Report: An engineering geological report shall be prepared and submitted by a registered engineering geologist including a description of the geology of the development site, a geologic map and conclusions and recommendations regarding the effect of geologic conditions and marine conditions where applicable on the proposed development."

Consistency Analysis: Geologic and soils reports will be required with applications for Conditional Use Permit and Tentative Tract Map approvals for each development.

"12. Public and Private Streets: The location and arrangement of public and private streets shall provide convenient and safe access to all planned residential developments."

Consistency Analysis: Circulation within the development will be via two-way private streets with four ingress/egress points along the frontage of Mattie Road.

"13. Hillside Developments: See Chapter 17.078."

Consistency Analysis: In accordance with Chapter 17.078 of the Zoning Ordinance of the City of Pismo Beach, (Hazards and Protection (H) Overlay Zone), there will be no grading on slopes greater than 30%. Drainage of storm runoff is discussed in detail in Section 5.0 of the Specific Plan; surface water runoff will be carried off the property with no detrimental effects on surrounding properties or downstream uses, by employing identified mitigation measures.

"14. Title Documents: The adopted final plan shall contain in appropriate title documents, such proposed covenants, deed restrictions, easements and other provisions relating to buildings, location and density of such residential units, non-residential uses and public facilities as are necessary to fulfill the purposes of this article. Said covenants, easements and other provisions, if part of the plan as finally approved, may be modified, enforced, removed or

released only in accordance with the amendment requirements of the City's Certified Local Coastal Program and with the approval of the City Council."

Consistency Analysis: Individual developments within the Specific Plan area will be subject to conditions required in covenants, conditions and restrictions (CC & R's) as proposed in this Plan. Key elements of the C C & R's will include private maintenance of circulation elements such as streets, sidewalks and driveways; materials, colors, and design standards for buildings; grading; street and sidewalk lighting; landscaping; visual form, height, setback, parking standards, fencing, noise control and solar conditions. C C & R's will be required for review and approval by the City Council with Final Map applications. This Specific Plan is consistent with the provision of this ordinance.

"15. Phasing: The Planning Commission may designate divisible geographic sections of the entire parcel to be developed as a planned residential development and shall, in such case, specify reasonable periods within which development of each such section must be completed. The period for completion of the entire development and commencement date for each section thereof may be modified from time to time by the Planning Commission upon the showing of good cause by the landowner."

Consistency Analysis: Because of the varied ownerships of the Specific Plan area, individualized phasing plans will be submitted with each application for a tentative tract map. The City's Growth Management program shall be complied with at the time of map recordation and/or unit construction.

"16. Private Maintenance: Open space, facilities and streets commonly owned by all residents shall be maintained by a homeowners' association."

Consistency Analysis: A homeowners' association will be created by each subdivider to maintain collectively owned open space, streets and other facilities.

Consistency Findings: As described in the preceding Analyses, the Specific Plan and associated developments resulting from implementation of said Plan, are found to be consistent with Municipal Code Section 17.033.120.

17.033.130 Ownership of Common Open Space: "Except for property offered for dedication and accepted for public purposes, every owner of a dwelling unit or lot shall own, as an appurtenant right thereto, an undivided interest in the common space and facilities or a share in a corporation which owns said common space or a voting membership in an unincorporated association or organization which owns said common area and facilities."

Consistency Analysis: A Homeowner's Association will be created for each individual development to provide management of commonly owned land and facilities within the Specific Plan area. All property owners within the development will own an undivided interest in the common open space.

Consistency Findings: The Specific Plan is found to be consistent with the requirements for ownership in common areas of the Homeowner's Association.

17.069.101 Architectural Review (AR) Overlay Zone
17.078.010 Hazards and Protection (H) Overlay Zone
17.081.010 Height Limitations (HL-5) Overlay Zone
17.084 Noise (N) Overlay Zone
17.096.010 View Considerations (V) Overlay Zone
17.099.010 Visitor-Serving (VS) Overlay Zone

Consistency Analysis: These Overlay Zones are identified in Section 2.4 of the Specific Plan. Future development in the Specific Plan area will comply with the requirements of these Overlay Zones.

Consistency Findings: The Specific Plan is consistent with these Overlay Zone requirements.

Zoning Consistency Analysis: A portion of the Mattie Road Specific Plan area is zoned Open Space-Recreational. The Zoning Ordinance prescribes the following requirements:

17.054.010 Purpose of Zone: The Open Space-Recreational Use or OS-R Zone is established to implement the intent, recommendations and requirements of the General Plan/Local Coastal Program Land Use Plan. It is the intent of this zone to provide areas of recreational uses. All uses in this zone are subject to a Conditional Use Permit.

17.054.020 Conditionally Permitted Uses: Examples of conditionally permitted uses include but are not limited to:

1. Passive Recreational Uses including but not limited to:
   a. Walking trails;
   b. Non-permanent benches set on grade;
   c. Sun bathing; and,
   d. Other similar uses.
2. Active Recreational Uses including but not limited to:
   a. Multi-purpose parks;
   b. Golf Courses;
   c. Tennis Courts and other play courts;
   d. Gazebos; and,
   e. Other similar uses.
3. All other similar uses consistent with the requirements of the General Plan/Local Coastal Program Land Use Plan.

17.054.030 Criteria and Standards: All activities which have the potential to damage or destroy the environmental resources in the OS-R zone shall be prohibited unless specifically permitted by the permit issuing agency with provisions for adequately protecting any environmental resources.

Consistency Analysis: The environmental review for the Specific Plan identifies a possible impact to plant communities by any foot traffic over the 200' contour. The Specific Plan is consistent in its prohibition of trails over the 200' contour to protect environmental resources, unless

additional studies are provided which would identify a different conclusion than that outlined in the Expanded Initial Study.

Consistency Findings: No use is permitted in this area as specified in the Specific Plan in order to protect environmental resources, thereby providing consistency with Section 17.054 of the Municipal (Zoning) Code.

Zoning Consistency Analysis: A portion of the Mattie Road Specific Plan area is zoned Commercial. The Zoning Ordinance prescribes the following requirements:

17.042.010 Purpose of Zone: The Retail Commercial or C-1 Zone is intended to provide:

1. Appropriately located areas and opportunities for retail store, offices and service establishments for the convenience of the public in order to encourage a mutually beneficial relationship to each other.
2. Stable, attractive commercial development which will afford a pleasant pedestrian shopping environment.
3. Adequate space for off-street parking and loading.

17.042.020 Permitted Uses: Uses in the C-1 Zone are subject to the general provisions and exceptions set forth in Chapters 17.102, 17.105, and 17.121 and are as follows:

1. Retail stores, offices and service establishments which do not involve any kind of manufacturing and all retail outlets except those restricted to the C-2 and C-M Zones. Examples of permitted uses include but are not limited to the following: antique shops, art studios, bakeries, grocery stores, drug stores, banks, offices, indoor theaters, laundromats, restaurants and similar retail, office or service uses.
2. Uses and structures which are incidental or accessory top any of the permitted uses in the C-1 Zone.

17.042.030 Uses Requiring Conditional Use Permits:

1. Public Parking Lots (See Chapter 17.108);
2. Public and private parks, playgrounds, and other recreational facilities;
3. Service Stations (See Chapter 17.105.100);
4. Major medical facilities;
5. Public buildings, churches and schools;
6. Lodges and fraternal organizations;
7. Billiards, bowling alleys, miniature golf courses and skating rinks;
8. Amusement Halls and Arcades spaced at least 500 feet apart from any other amusement hall, arcade or adult business or R-1, R-2, R-3, MH or PR Zones (See Chapter 17.068);
9. Retail sales and personal services other than those permitted by this Chapter that are not within a building, such as plant nurseries, pottery shops, etc., but not including uses restricted to the C-2 and C-M Zones;
10. Apartments as secondary uses (i.e., second floor or rear of C-1 buildings in conjunction with a permitted business);
11. Uses allowed by Overlay Zones, if applicable (i.e., Visitor-Serving Overlay Zone);
12. Hotels and Motels;
13. Indoor auto, boat and similar sales;
14. Other similar uses deemed compatible by the Planning Commission.

Consistency Analysis: The Specific Plan identifies a portion of this area for commercial development to serve area residents and tourists.

Consistency Findings: The resident and tourist serving commercial use specified as permitted in the Specific Plan are consistent with Section 17.042 of the Municipal (Zoning) Code.

APPENDIX C

Amendments to the General Plan/Local Coastal Program

Appendix C - Proposed Amendments to GP/LCP

Proposed Amendments

The necessary amendments to the LCP revolve around clarifications and "fine tuning" of the LCP to ensure that the proposed annexation and development are consistent with Coastal Act provisions. Additions to the LCP would further include editing corrections and notations to reflect the incorporation of the territory in the City of Pismo Beach, rather than the 1984 language regarding future annexation of the sites.

Each amendment is presented in its entirety as follows under the specific page reference of the combined General Plan/Local Coastal Program Land Use Plan:

Revise Table LUP-2, page IV-112, under the notation regarding "Planning Area Q - Freeway Foothills" as follows:

Total	Residential	Low Density		Medium Density		High Density		Mobile Home		Resort Res.	
Acres	Max. Units	Acres	Max. Units	Incl. M.D. Bonus		Acres	Max. Units	Acres	Max. Units	Ac.	Max Un.
173	675	5	20	168	655	0	0	0	0	0	0

Revise Table LUP-2, page IV-112, under the notation regarding "TOTALS" as follows:

Total	Residential	Low Density		Medium Density		High Density		Mobile Home		Resort Res.	
Acres	Max. Units	Acres	Max. Units	Incl. M.D. Bonus		Acres	Max. Units	Acres	Max. Units	Ac.	Max Un.
8400	6700	337	1348	362.34	2594	47.25	1364	80	464	31	930

LCP pg. IV-157; Freeway Foothills Planning Area Q; Summary; Paragraph 4:

...delete the last three sentences of this paragraph following annexation of the area.

LCP pg. IV-158; Policy SPQ-1; Sentence #2:

"The Planning Area shall be developed under a maximum of four (4) Specific Plans, one each for the four geographically separate sub-areas within the Freeway Foothills Planning Area."

LCP pg. IV-158; Program SPQ-1:

"The Planning Area below the 200' contour shall be zoned Planned Residential Development and shall be clustered at the base of the foothills with ample provision for open space and corridor views of the foothills from U.S. 101. Land area above the 200' contour shall be zoned Open Space-Recreational Use, and a permanent open space easement shall be recorded over this area. Land area adjacent to the existing restaurant shall be zoned Commercial for visitor and neighborhood uses."

LCP pg. IV-160; Policy SPQ-4:

...delete this Policy following annexation of the area.

LCP Maps GP-2; EN-1; EN-3; EN-7; EN-11; EN-12; EN-15; EN-16; EN-17; DE-2; DE-3; DE-4; DE-5; and DE-6:

Amendments to Map to identify the annexation territory within the City Limits. No further amendments to these maps required.

LCP Map LUP-1:

Amendments to Map to identify the annexation territory within the City Limits. Provide the "Medium Density Residential", "Retail Commercial" and "Open Space" designations over the properties as described in this Plan.

LCP Map EN-14:

Amendments to Map to identify the annexation territory within the City Limits. Provide the "2b" designation over the properties located above the 200' contour.

LCP Map DE-1:

Amendments to Map to identify the annexation territory within the City Limits. Provide the "Surveyed - No Archaeological Significance" designation over the entire property.

The following amendments to the Zoning Ordinance (LCP Implementation Measures) shall be completed as noted below:

Zoning Map pg. 47:

Amendments to Map to identify the annexation territory and to incorporate the "Planned Residential" Zoning District over the entire property.

Hazards/Protection Overlay Zone Map pg. 74:

Amendments to Map to incorporate the annexation territories within this overlay zone.

Height Limitations Overlay Zone Map pg. 78:

Amendments to Map to incorporate the annexation territories within this overlay zone with the "HL-5" specific designation.

Noise Overlay Zone Map pg. 82:

Amendments to Map to continue the noise zone dileneation along the freeway through the annexation territories.

View Considerations Overlay Zone Map pg. 94:

Amendments to Map to incorporate the annexation territories within this overlay zone.

Visitor Services Overlay Zone Map pg. 96:

Amendments to Map to incorporate the annexation territories within this overlay zone.

The following Overlay Maps will be amended to incorporate the annexation property within the designated "City Limits" of these maps only:

Page 55 - Coastal Access Overlay (AC)
Page 57 - Amusement Hall Overlay (AH/C-1)
Page 61 - Coastal Appeal Overlay (CA)
Page 65 - Floodplain Overlay (F)
Page 86 - Parking (P) Overlay
Page 84 - Open Space (OS) Overlay
Page 89 - Transfer Densities (TD) Overlay

Appendix D:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH CERTIFYING THAT 1) THE MITIGATED NEGATIVE DECLARATION, AND MITIGATION MONITORING PROGRAM FOR THE MATTIE ROAD ANNEXATION SPECIFIC PLAN, GENERAL PLAN/LOCAL COASTAL PLAN AMENDMENT, ZONING ORDINANCE AMENDMENT, AND ANNEXATION HAS BEEN PREPARED IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, 2) THAT THE CITY COUNCIL HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED IN THE EXPANDED INITIAL STUDY, AND THAT 3) POTENTIAL NEGATIVE ENVIRONMENTAL IMPACTS WILL BE REDUCED TO A LEVEL OF INSIGNIFICANCE WITH THE IMPLEMENTATION OF THE MITIGATION MONITORING PROGRAM AND APPROVING THE MITIGATED NEGATIVE DECLARATION.

RESOLUTION R-92-48

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH CERTIFYING 1) THAT THE MITIGATED NEGATIVE DECLARATION, AND MITIGATION MONITORING PROGRAM FOR THE MATTIE ROAD ANNEXATION SPECIFIC PLAN, GENERAL PLAN/LOCAL COASTAL PLAN AMENDMENT, ZONING ORDINANCE AMENDMENT, AND ANNEXATION HAS BEEN PREPARED IN COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, 2) THAT THE CITY COUNCIL HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED IN THE EXPANDED INITIAL STUDY, AND 3) THAT POTENTIAL NEGATIVE ENVIRONMENTAL IMPACTS WILL BE REDUCED TO A LEVEL OF INSIGNIFICANCE WITH THE IMPLEMENTATION OF THE MITIGATION MONITORING PROGRAM AND APPROVING THE MITIGATED NEGATIVE DECLARATION.

WHEREAS, an expanded initial study has been prepared by Engineering Development Associates and Planning Consultants for the Mattie Road annexation specific plan, General Plan/Local Coastal Plan amendment, and annexation (the Project); and

WHEREAS, the draft Expanded Initial Study has been prepared and circulated pursuant to the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and the City's Rules and Procedures for Implementation of CEQA and the State CEQA Guidelines; and

WHEREAS, a duly noticed public hearing was held by the Planning Commission of the City of Pismo Beach on October 8 and December 10, 1991 and by the City Council on April 21, 1992, at which all interested persons were given the opportunity to be heard; and

WHEREAS, the Expanded Initial Study and Mitigated Negative Declaration, (including the Mitigation monitoring program) relating to the Project and responding to the concerns raised during the review period and at the public hearing, has been prepared pursuant to CEQA, the State CEQA Guidelines, and the City's local CEQA guidelines; and

WHEREAS, the City Council has reviewed the recommendation by the Planning Commission to approve the Mitigated Negative Declaration, including the Mitigation monitoring program; and,

WHEREAS, the City Council has reviewed and considered the information contained in the Expanded Initial Study for the project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pismo Beach, California as follows:

1. The City Council certifies that the information contained in the Expanded Initial Study and Mitigated Negative Declaration (including the Mitigation monitoring program) has been reviewed and considered by the members of the City Council.

2. The City Council certifies that the Expanded Initial Study and subsequent Mitigated Negative Declaration (including the Mitigation monitoring program) for the Project is a complete and adequate informational document. The project Initial environmental review has been prepared and completed in compliance with CEQA and the City's Environmental Review Rules and Procedures.

3. The City Council hereby finds that with the implementation of the Mitigation monitoring program, potentially significant negative environmental impacts of the Project will be reduced to a level of insignificance.

4. The City Council hereby approves the Mitigated Negative Declaration for the Project attached hereto as exhibit A.

UPON MOTION of Councilmember Foster seconded by Councilmember Bittner, the foregoing Resolution is hereby approved and adopted the 29th day of April, 1992 by the following role call vote, to wit:

AYES: Councilmembers Foster, Bittner, Fiorentino and Mayor Morrow

NOES: None

ABSTAIN: None

ABSENT: Councilmember Maroney

DICK MORROW, MAYOR

ATTEST:

JERI YOUNG
Deputy City Clerk

APPROVED AS TO FORM:

FREDERICK W. CLOUGH
City Attorney

c:\mattierd\r-negdec

EXHIBIT 1

A. Air Quality: No significant increase in air pollutants will occur as a result of the project. This finding is based upon the implementation of mitigation measures for:

1) Vehicle pollutant emissions which will be mitigated to a level of insignificance by the following:
   - System of public transit, pedestrian and bicycle paths designed into the circulation system
   - neighborhood-serving retail center
   - Signalization of Shell Beach Road/Spyglass drive intersection
   - restriping of Mattie Road/Spyglass area street intersections
   - installation of 3 way stop at the intersection of Mattie Road and Shell Beach Road
   - installation of a bus stop at the commercial center

2) Impacts of temporary construction which will be mitigated to a level of insignificance by the following:
   - comprehensive construction management plans to phase construction activities
   - limit construction periods to match City-permitted schedules
   - schedule deliveries not to occur during peak traffic periods
   - dust control and management
   - heavy equipment and vehicle equipped standards
   - minimized grading activity
   - APCD construction mitigation measures as conditions on the grading and/or building permits

3) Impacts associated with new development which will be mitigated to a level of insignificance by the following:
   - condition on approvals of tree planting ratio of 20 trees per acre
   - condition on approvals that wood burning appliances shall have a fuel ratio of less than 35:1 and emissions of no more than 7.5 grams per hour of particulate matters.

B. Water Quality or supply: No adverse impact on local water quality or supply will result from the project because it will provide its own water & conform to the City Water Conservation Ordinance 89-19 and Resolution 89-127.

C. Drainage: Potential impacts on drainage may include excessive off-site discharge. This impact will be mitigated to a level of insignificance with the following:
   - on-site retention and detention basins
   - complete hydrologic analysis for new development to include down-stream analysis

D. Geology, soils, slopes: Potential impacts on geology, soils and slopes could occur with development on slopes of 30% or greater. Prohibition of grading and development on slopes of 30% or greater will be required to mitigate this potential impact to a level of insignificance. Displacement and erosion of soil may occur with development, however, the following mitigations will reduce this impact to a level of insignificance:
   - soil testing for bearing capacity and structural recommendations as identified in the initial study
   - protection of topsoil, by stockpiling during construction
   - with application for final map, as a part of the grading plan for subdivisions

E. Vegetation: Potential vegetation impacts on Coastal Live Oak Woodland, Coastal Scrub, and Riparian woodland communities may occur, however, the following mitigations will reduce potential impacts to a level of insignificance:

- no development on slopes 30% or greater or above the 200' contour where these areas are located. This entire area is part of an open space preserve per the Specific Plan.
- no vehicles in the open space area
- no tree removal
- revegetation in developed areas with native landscaping when necessary
- requirement of bonding for private landscaping on a per subdivision basis as a condition of approval on any new subdivision or commercial development
- requirement for CC&R's to reflect the mitigations outlined herein and be approved as conditions of approval on any tentative map or commercial development

F. Sensitive habitat: Potential impacts on habitat in the grassland areas and areas over the 200' contour will be mitigated to a level of insignificance with the following mitigation measures:

- prohibition of development or grading over the 200' contour
- use of compatible xeriphytic landscaping for existing habitat

G. Archeological resources: Potential impacts on archeological resources are not anticipated in the Specific plan area, however, in the event that an unforseen encounter is established, grading shall cease and standard City requirements for archeological investigation shall be required.

H. Acoustical impacts: Acoustical impacts will include construction and freeway noise, but will be mitigated to a level of insignificance with the following:

- limiting construction hours from 7AM to 6PM
- mufflers on grading and construction equipment
- 50 foot wide landscaped buffer adjacent to Mattie Road, containing berms, trees, and shrubs.
- patio and balcony enclosures
- site design
- the use of the following in building design: solid-core exterior doors with weather striping, air conditioning or mechanical ventilation, insulated exterior walls, and windows with low infiltration rate frames.

I. Traffic and Circulation impacts: The project may increase traffic in the area by an additional 1,850 daily trips. This impact will be reduced to a level of insignificance with the following mitigation measures:

- meet standards required by City resolution R-90-39
- Signalization of the Shell Beach Road and Spyglass Drive intersection
- Possible reconfiguration and restriping as described in Appendix L of the Initial study
- Possible installation of three-way stop signs at Mattie Road and Shell Beach Road
- Signalization of the southbound freeway off-ramp and Shell Beach Road/Spyglass interchange
- Installation of a bus stop and striping on

Mattie Road to accommodate the bus stop
- development of a system of pedestrian and bicycle paths to encourage alternate modes of transportation

J. Visual impacts: Negative visual impacts may occur with project, however these impacts may be reduced to a level of insignificance with the following mitigations:
- restricting development to slopes less than 30% and below the 200' contour
- implementation of design guidelines outlined in the Specific Plan

Appendix E:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH AMENDING CHAPTER 17 OF THE MUNICIPAL CODE (ZONING ORDINANCE AND THE LOCAL COASTAL PROGRAM IMPLEMENTATION MEASURES) TO INCORPORATE STANDARDS FOR THE ANNEXATION TERRITORY COMMONLY REFERRED TO AS THE MATTIE ROAD ANNEXATION SPECIFIC PLAN AREA, A 115 ACRE AREA LOCATED ON MATTIE ROAD, AP#'S 79-231-04,05; 79-221-04,05; 79-221-06,07,09,10,11

ORDINANCE 92-03

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH AMENDING CHAPTER 17 OF THE MUNICIPAL CODE (ZONING ORDINANCE AND THE LOCAL COASTAL PROGRAM IMPLEMENTATION MEASURES) TO INCORPORATE STANDARDS FOR THE ANNEXATION TERRITORY COMMONLY REFERRED TO AS THE MATTIE ROAD ANNEXATION SPECIFIC PLAN AREA, A 115 ACRE AREA LOCATED ON MATTIE ROAD, AP#'S 79-231-04,05; 79-221-04,05; 79-221-06,07,09,10,11

The City Council of the City of Pismo Beach does ordain as follows:

Section 1. Purpose

The Mattie Road Annexation Specific Plan area is presently designated by San Luis Obispo County Zoning Ordinance as "Agricultural", commonly referred to as the "Mattie Road Annexation Specific Plan Area"; and

The City of Pismo Beach, by Resolutions R-86-74 and R-87-36, declared its intent to annex the area in question. The City has studied and reviewed the specific plan and annexation proposal of this area, prepared by agents for Mattie Lomas properties and Mattie Associates. Parcels within the proposed annexation area are owned by the following parties:

APN #	OWNER
79-231-04,05	Mattie Lomas Properties
79-221-04,05	G. Donald Moses Trust
79-221-06	John & Richard Mandersheid
79-221-07	Mattie Associates
79-221-09	Neal Phillips
79-221-10	Mark Fleming and Raye Fleming
79-221-11	Kerwin & Ysabel Phillips Jr.

An amendment to the City's General Plan/Local Coastal Program Land Use Plan is required to effect the annexation of the area; and,

The City of Pismo Beach City Council has determined to annex this area into the City of Pismo Beach with the following zoning designations as identified on exhibit "1" (Planned Residential zoning - 29.09 acres, Commercial zoning - 1.2 acres, Open Space zoning - 84.79 acres); and,

The City of Pismo Beach has adopted Resolution 92-50, adopting and approving a Specific Plan for the annexation of the "Mattie Road Annexation Specific Plan area" and Resolution 92-49, amending the General Plan/Local Coastal Land Use Plan, subject to State Coastal Commission Local Agency Formation Commission and County Board of Supervisors action confirming said annexation.

Section 2. Zoning Map changes

A. The City zoning map is hereby amended in part, as reflected by Exhibit "1" of this Ordinance, to extend the following zoning designations over the 115 acre annexation area: Planned Residential zoning over 29.09 acres, Commercial zoning over 1.2 acres, and Open Space zoning over 84.79 acres, as shown on exhibit "1"

B. The following Overlay zone maps, as noted by exhibit numbers, are hereby amended:

Exhibit 2 - City Hazards/Protection Overlay Zone Map, amended to incorporate the annexation territories within this overlay zone.

Exhibit 3 - Height Limitation Overlay Zone Map, amended to incorporate the annexation territories within this overlay zone with the "HL-5" specific designation under the 200 foot contour.

Exhibit 4 - Noise Overlay Zone Map, amended to continue the noise zone delineation along the freeway through the annexation territories.

Exhibit 5 - Open Space Overlay Zone Map, amended to incorporate the annexation territories within this overlay zone over those areas above the 200 foot contour.
Exhibit 6 - Transfer Densities Overlay Zone Map, amended to show the annexation of the area into the City.
Exhibit 7 - View Considerations Overlay Zone Map, amended to incorporate the annexation territories within this overlay zone.
Exhibit 8 - Visitor Services Overlay Zone Map, amended to incorporate the C-1 commercial district proposed in the annexation area.
Exhibit 9 - Public/Visitor Parking Overlay Zone Map, amended to show the annexation of the area into the City.

Section 3: Environmental determination

On April 29, 1992, a Mitigated Negative Declaration was approved for the General Plan/Local Coastal plan amendment proposal, zoning ordinance amendment proposal, the specific plan, and annexation request by the City of Pismo Beach City Council. The City Council finds that this amendment will not have a significant adverse affect on the environment.

Section 4: Effective upon Coastal Commission Approval

Planning Division staff is hereby authorized to submit an application to the California Coastal Commission for certification of this amendment of the Pismo Beach Local Coastal Program Implementation measures (Zoning Ordinance). This amendment will be carried out in accordance with the California Coastal Act and shall take effect immediately upon Coastal Commission approval.

Section 5: Posting
Before the expiration of fifteen (15) after the passing of this Ordinance, it shall be posted with the names of the members voting for and against the same, in three public places within the City of Pismo Beach, to wit:

1. The United States Post Office, Pismo Beach
2. The United States Post Office, Shell Beach
3. Pismo Beach City Hall

INTRODUCED at a regular meeting of the City Council held this 29th day of April, 1992, on motion of Councilmember Fiorentino, seconded by Councilmember Bittner, and on the following roll call vote, to wit:

AYES: Councilmembers Fiorentino, Bittner, Foster and Mayor Morrow.

NOES: None

ABSTAIN: None

ABSENT: Councilman Maroney

DICK MORROW, MAYOR

ATTEST:
Sharon Jones
City Clerk

APPROVED AS TO FORM:
Frederick W. Clough
Fred Clough
City Attorney

PASSED AND ADOPTED at a regular meeting of the City Council held this 2nd day of June, 1992, on motion of Councilmember Bittner, seconded by Councilmember Fiorentino, and on the following roll call vote, to wit:

AYES: Councilmember Bittner, Fiorentino, Maroney, and Mayor Morrow.

NOES: None.

ABSTAIN: None.

ABSENT: Councilmember Foster.

DICK MORROW, MAYOR

ATTEST:

Sharon Jones
City Clerk

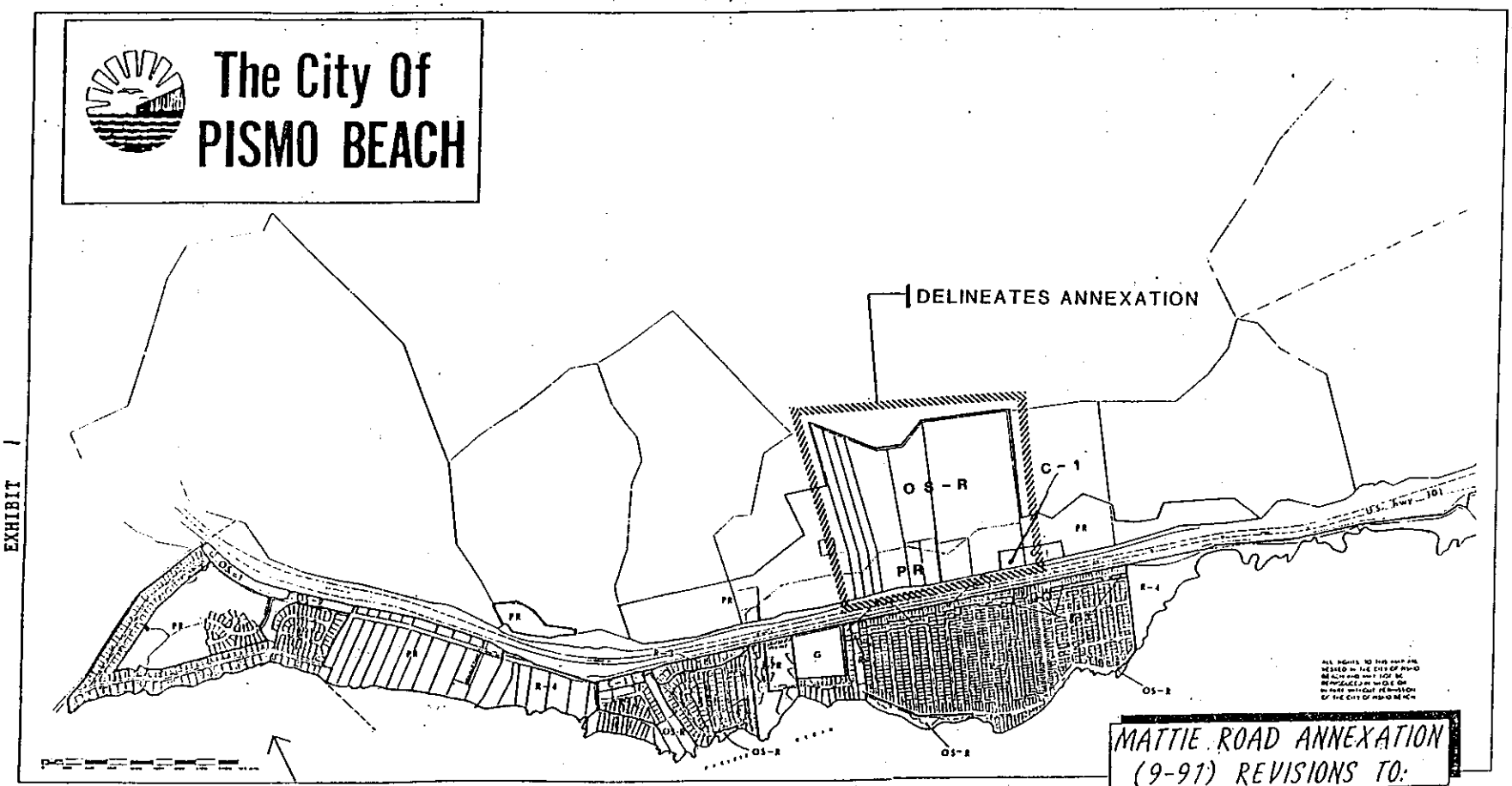
APPROVED AS TO FORM:

Fred Clough
City Attorney

c:\matttierd\o-annex

O-92-03
EXHIBIT I

The City Of PISMO BEACH



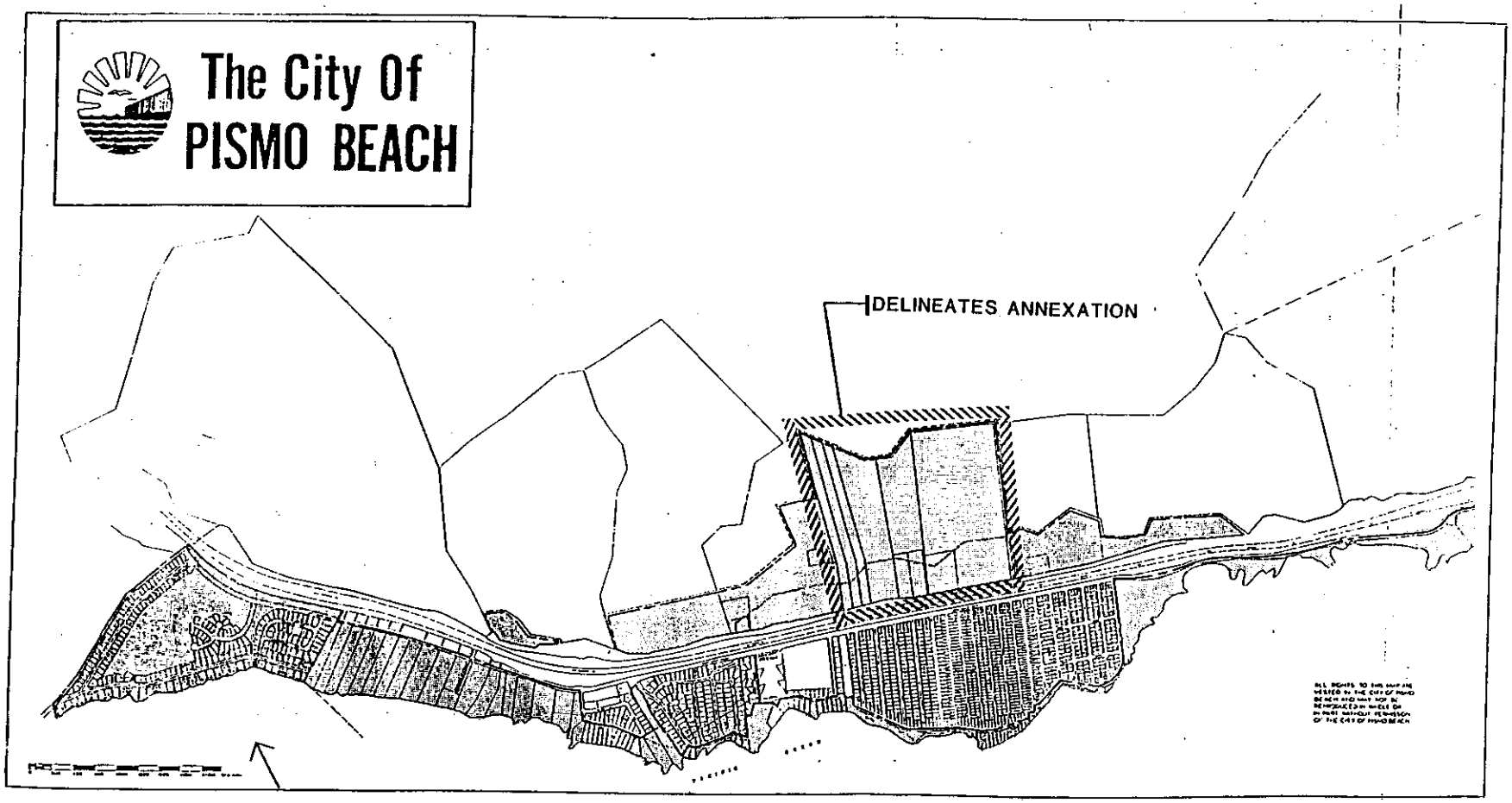
MATTIE ROAD ANNEXATION
(9-97) REVISIONS TO:

ZONING MAP

EFFECTIVE DATE:
DECEMBER 12, 1983

KEY:
R-1 Single Family Residential
R-2 Two-Three Family Residential
R-3 Multi-Family Residential
R-4 Hotel Motel
R R Resort Residential
P R Planned Residential

The City Of PISMO BEACH



H EFFECTIVE DATE Dec. 12, 1983

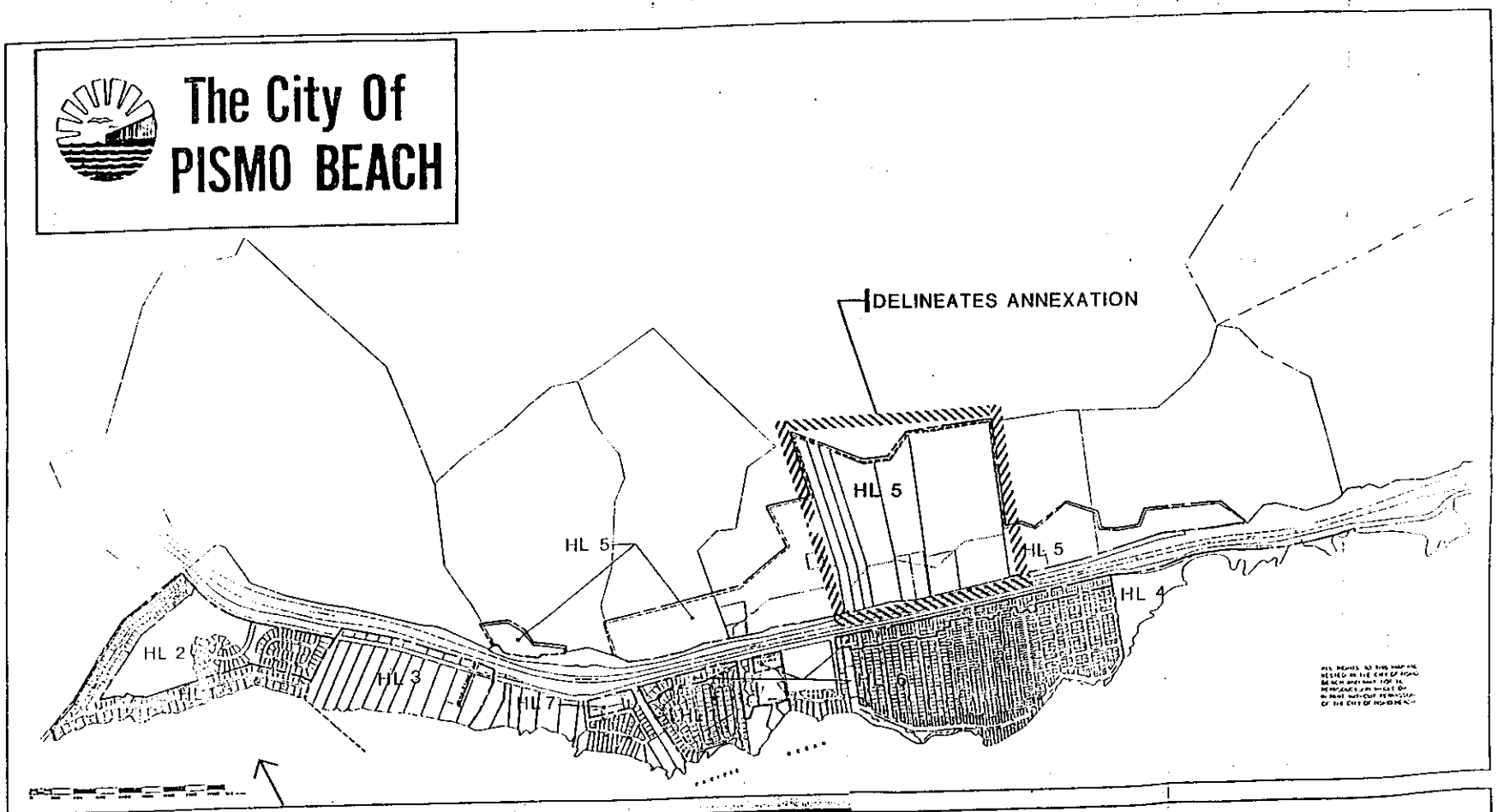
MATTIE ROAD ANNEXATION
(9-91) REVISIONS TO:

HAZARDS / PROTECTION overlay zone
Drainage, Runoff, Erosion, Slope, Hillside, regulation, Seismic, Blufftop development, Shoreline protection

0-92-03
EXHIBIT 2

0-92-03
EXHIBIT 3

The City Of PISMO BEACH



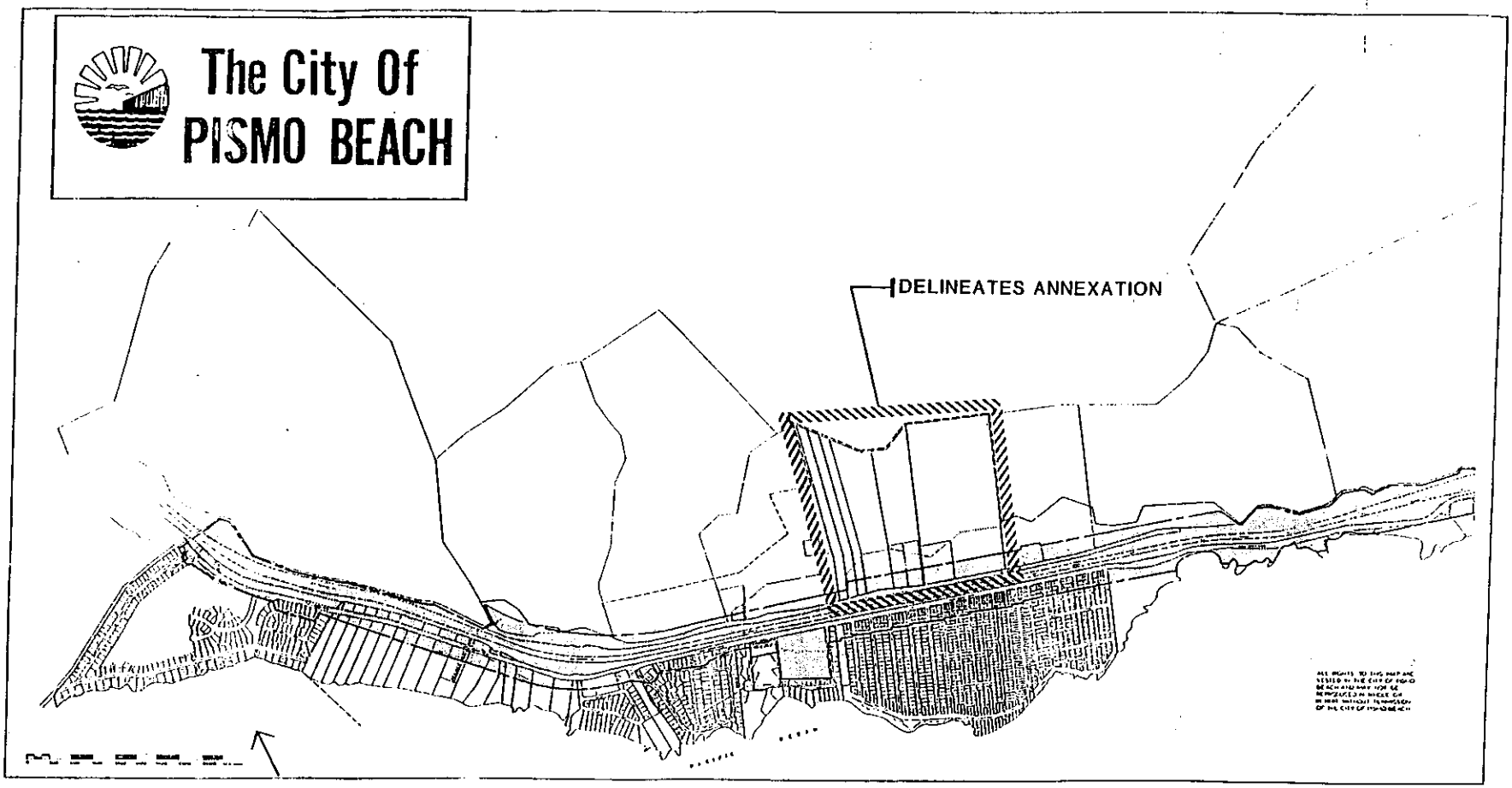
HL EFFECTIVE DATE Dec. 12, 1983

MATTIE ROAD ANNEXATION (9-91) REVISIONS TO:

HEIGHT LIMITATIONS overlay zone

0-92-03
EXHIBIT 4

The City Of PISMO BEACH



N

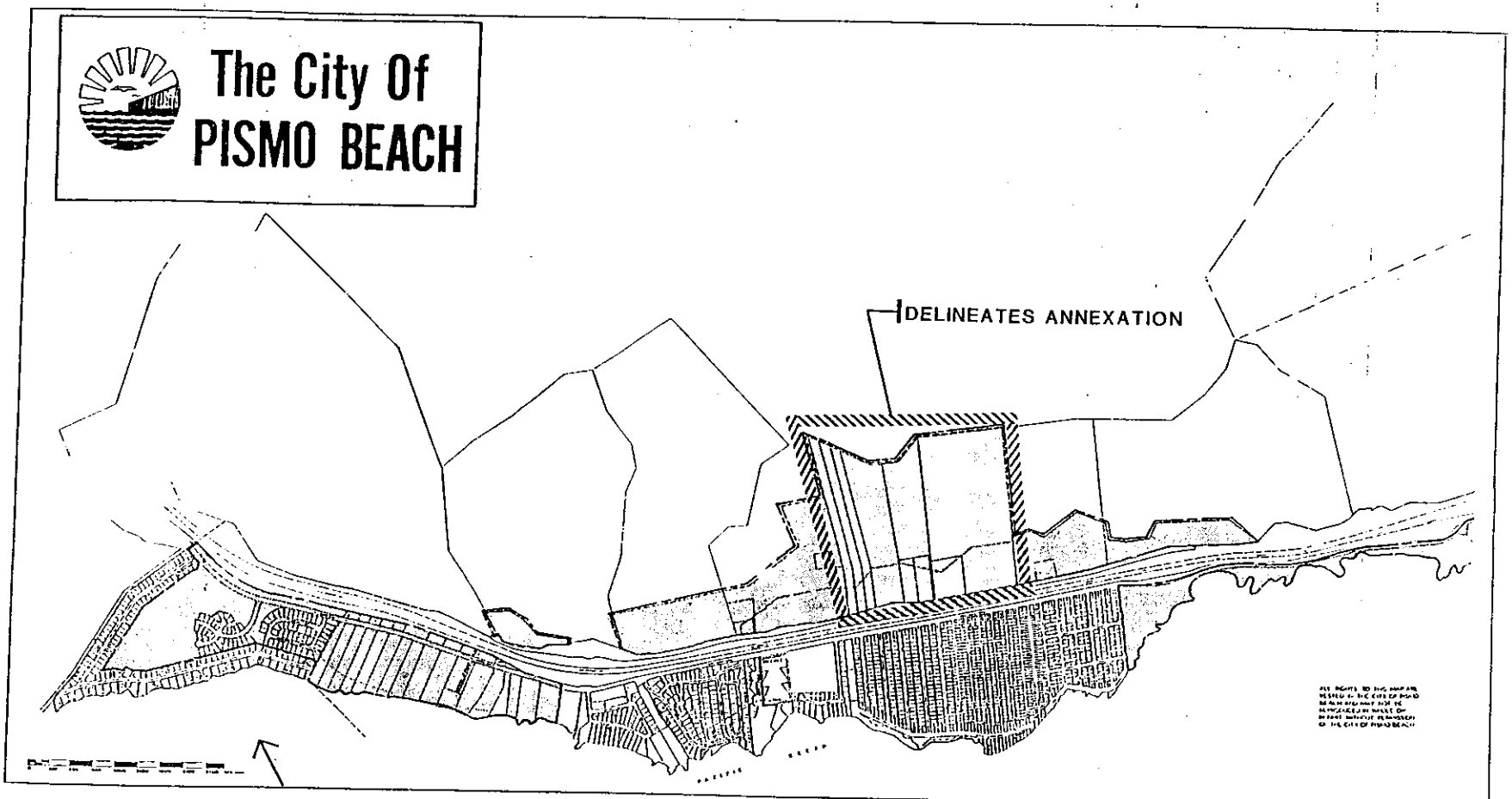
EFFECTIVE DATE Dec. 12, 1983

MATTIE ROAD ANNEXATION
(9-91) REVISIONS TO:

NOISE overlay zone

0-92-03
EXHIBIT 5

The City Of PISMO BEACH



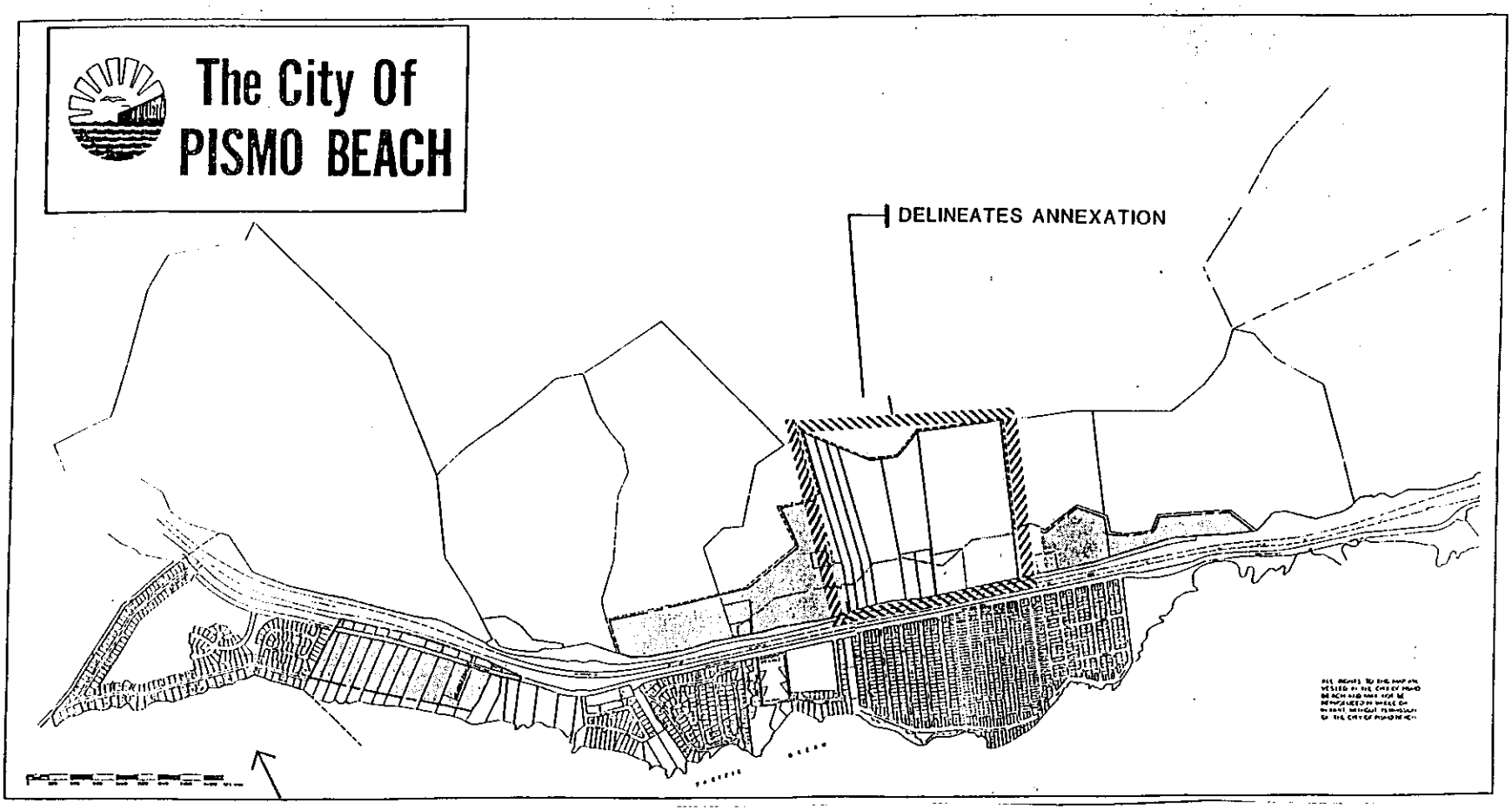
OS-2 EFFECTIVE DATE Dec. 12, 1983

MATTIE ROAD ANNEXATION
(9-91) REVISIONS TO:

OPEN SPACE overlay zone

0-92-03
EXHIBIT 6

The City Of PISMO BEACH



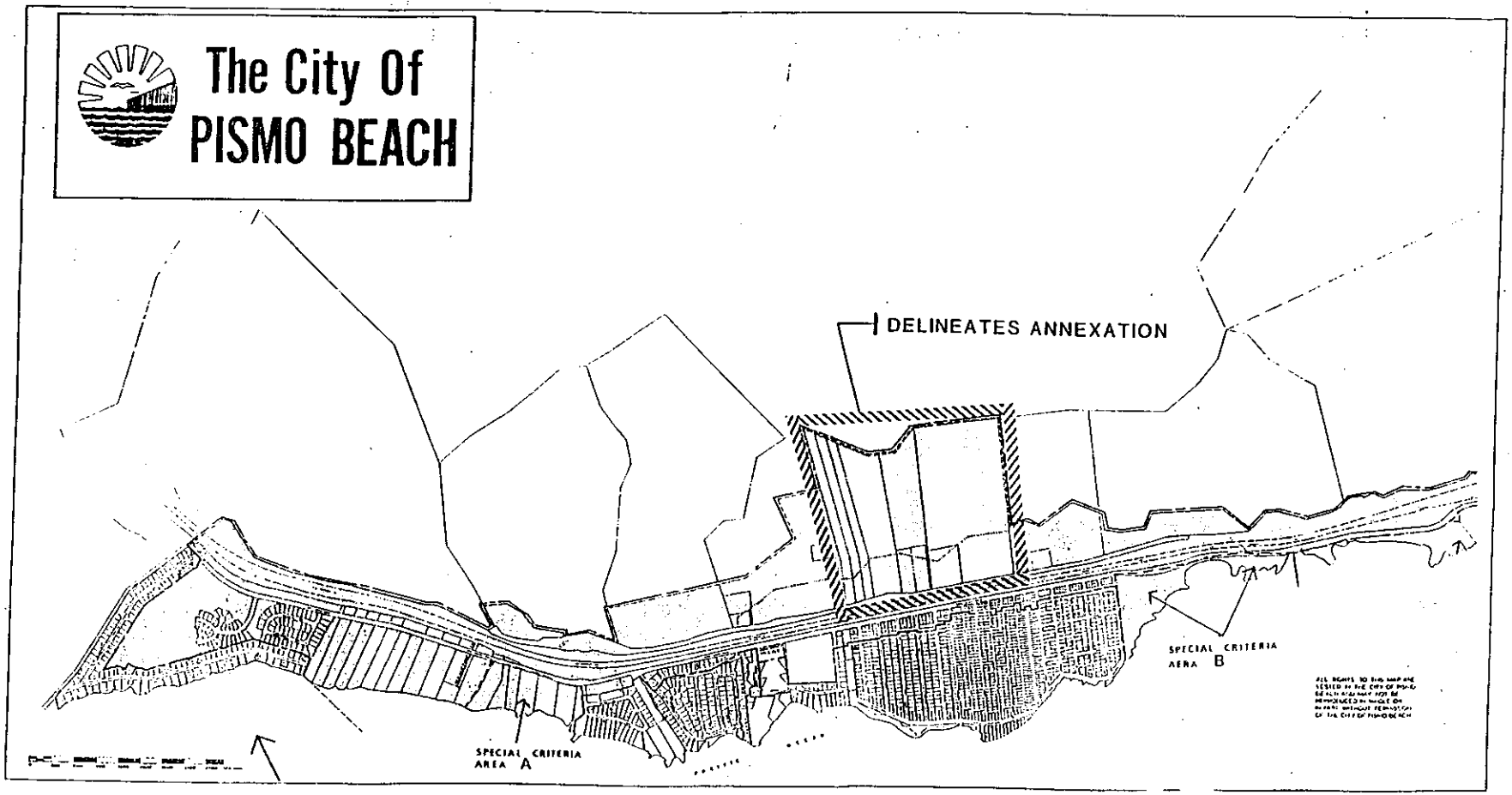
TD EFFECTIVE DATE Dec. 12, 1983

MATTIE ROAD ANNEXATION
(9-91) REVISIONS TO:

TRANSFER DENSITIES overlay zone

~ 0-92-03
EXHIBIT 7

The City Of PISMO BEACH



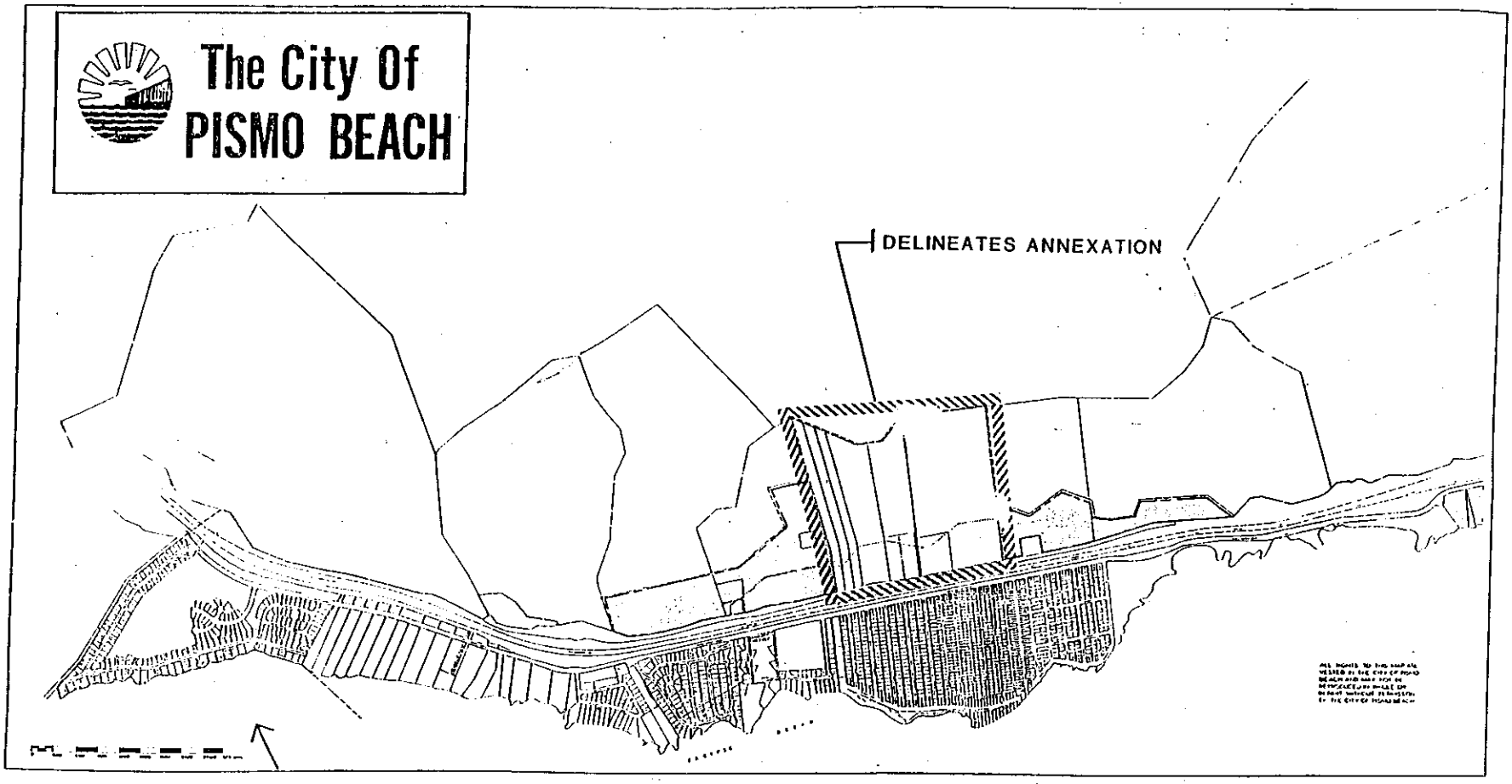
V EFFECTIVE DATE Dec. 17, 1983

MATTIE ROAD ANNEXATION (9-91) REVISIONS TO:

VIEW CONSIDERATIONS overlay zone

0-92-03
EXHIBIT 8

The City Of PISMO BEACH



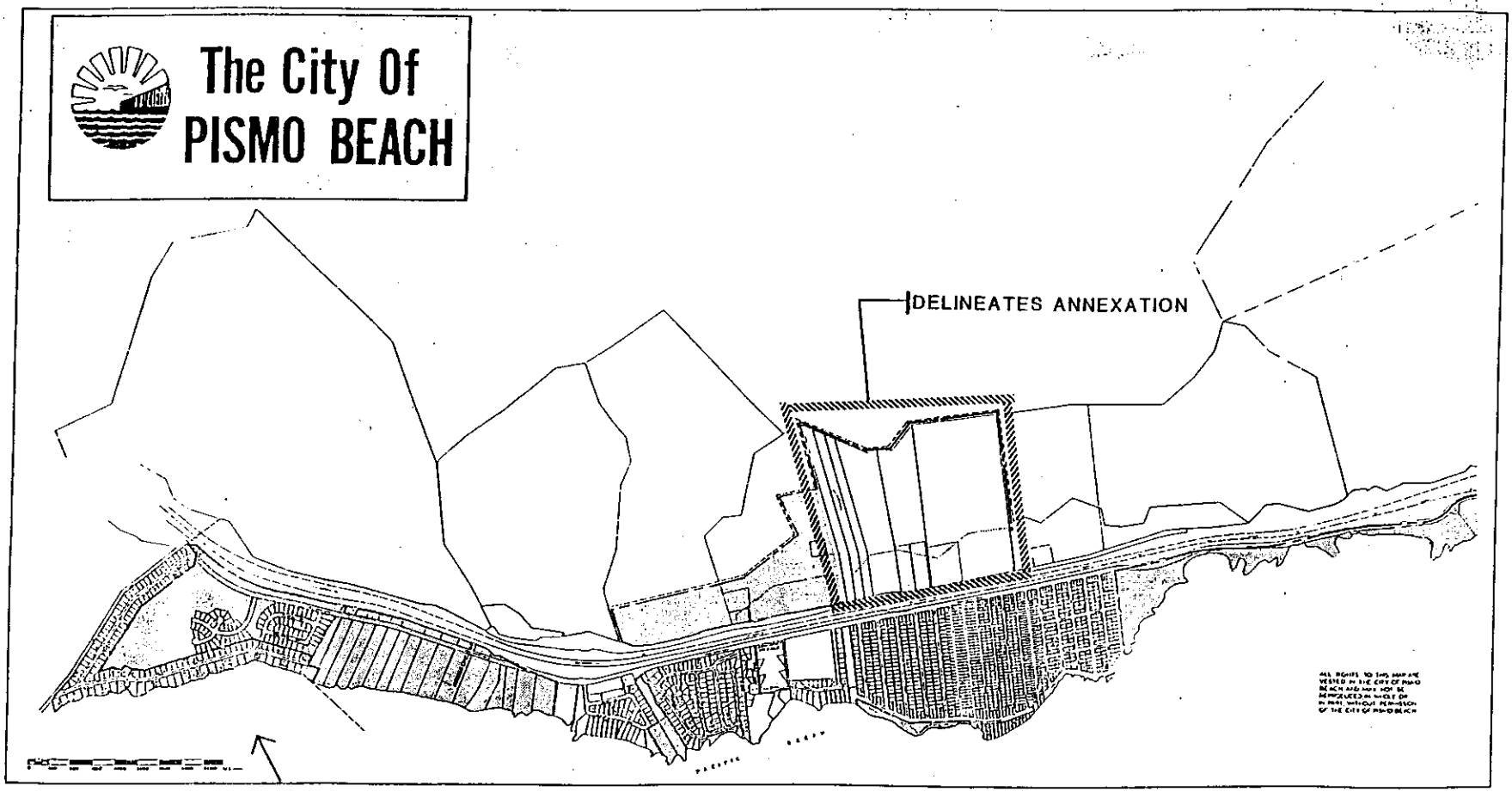
VS EFFECTIVE DATE Dec. 12, 1983

MATTIE ROAD ANNEXATION (9-91) REVISIONS TO:

VISITOR SERVICES overlay zone

0-92-03 EXHIBIT 9

The City Of PISMO BEACH



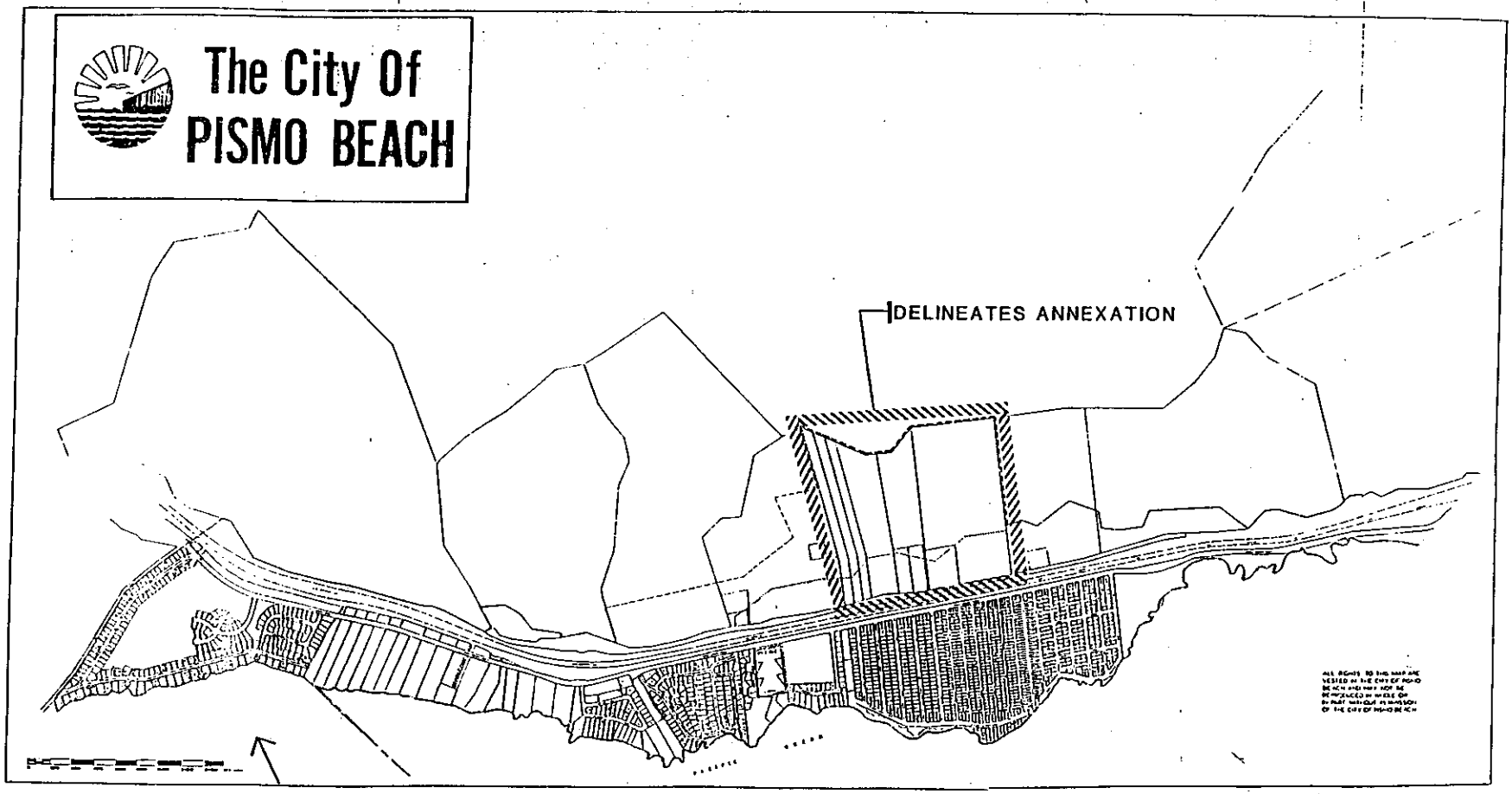
P EFFECTIVE DATE Dec. 12, 1983

MATTIE ROAD ANNEXATION
(9-91) REVISIONS TO:

PUBLIC/VISITOR PARKING overlay zone

0-92-03
EXHIBIT 10

The City Of PISMO BEACH



F

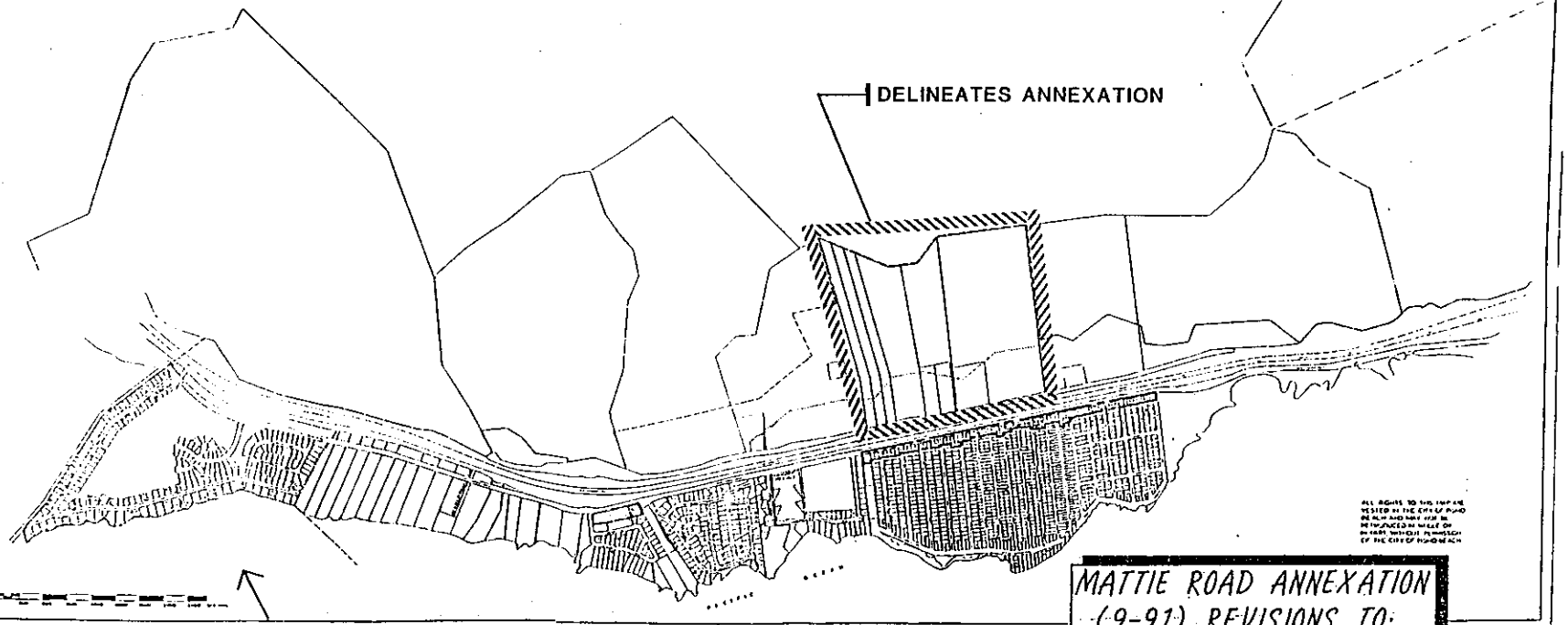
EFFECTIVE DATE Dec. 12, 1983

MATTIE ROAD ANNEXATION
(9-91) REVISIONS TO:

FLOODPLAIN overlay zone

0-92-03
EXHIBIT 11

The City Of PISMO BEACH



MATTIE ROAD ANNEXATION
(9-91) REVISIONS TO:

AH/C-1 EFFECTIVE DATE Dec. 12, 1983

AMUSEMENT HALL/RETAIL COMMERCIAL overlay zone

Appendix F:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH AMENDING THE GENERAL PLAN/LOCAL COASTAL PROGRAM LAND USE PLAN TO INCORPORATE STANDARDS FOR THE ANNEXATION TERRITORY COMMONLY REFERRED TO AS THE MATTIE ROAD ANNEXATION PLAN SPECIFIC PLAN AREA, A 115 ACRE AREA LOCATED ON MATTIE ROAD, AP #'S 79-231-04,05; 79-221-04,05;
79-221-06,07,09,10,11

RESOLUTION R-92-49

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH AMENDING THE GENERAL PLAN/LOCAL COASTAL PROGRAM LAND USE PLAN TO INCORPORATE STANDARDS FOR THE ANNEXATION TERRITORY COMMONLY REFERRED TO AS THE MATTIE ROAD ANNEXATION PLAN SPECIFIC PLAN AREA, A 115 ACRE AREA LOCATED ON MATTIE ROAD, AP #'S 79-231-04,05; 79-221-04,05; 79-221-06,07,09,10,11

WHEREAS, the City of Pismo Beach has reviewed the annexation request for the Mattie Road Annexation Specific Plan area, portions of which are owned by various property owners; and,

WHEREAS, the City Council of the City of Pismo Beach has declared its intent to annex this property in Resolutions R-86-74 and R-87-36; and

WHEREAS, an amendment to the City's General Plan/Local Coastal Program Land Use Plan is required to effect the annexation of this area; and,

WHEREAS, the City of Pismo Beach has adopted Resolution 92-50, adopting and approving a Specific Plan for the annexation of the Mattie Road Annexation Specific Plan area and Ordinance 92-03, amending the Zoning Ordinance and Local Coastal Program Implementation measures, subject to State Coastal Commission, Local Agency Formation Commission and County Board of Supervisors action confirming said annexation.

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PISMO BEACH AS FOLLOWS:

1) The City Council of the City of Pismo Beach hereby determines to amend the City's General Plan/Local Coastal Program Land Use Coastal Plan to include the annexation of the Mattie Road Annexation Specific Plan area.

2) The City Council hereby determines to amend the General Plan/Local Coastal Plan as provided in Section 3 of this Resolution.

3A) Revision of Table LUP-2, page IV-112, under the notation regarding "Planning Area Q - Freeway Foothills" as follows:

	Total Acres	Resid Max. Units	Low Acres	Density Max. Units	Med Incl M.D.	Density Bonus	High Acres	Density Max. Units	Mobile Acres	Home Max. Units	Resort Ac.Max.	Res. Units
Current	58	444	5	20	53	424	0	0	0	0	0	0
Proposed	173	675	5	20	168	655	0	0	0	0	0	0

3B) Revision of Table LUP-2, page IV-112, under the notation regarding "TOTALS" as follows:

	Total Acres	Resid Max. Units	Low Acres	Density Max. Units	Med Incl M.D.	Density Bonus	High Acres	Density Max. Units	Mobile Acres	Home Max. Units	Resort Ac.Max.	Res. Units
Current	8285	6469	337	1348	333.25	2363	47.25	1364	80	464	31	930
Proposed	8400	6700	337	1348	362.34	2594	47.25	1364	80	464	31	930

3C) Revision of LCP pg IV-157; Freeway Foothills Planning Area Q; Summary; Paragraph 4:

...delete the last three sentences of this paragraph following annexation of this area as shown below:

The planning area is segregated from the other City areas by U.S. Highway 101. Only tow accesses exist which connect to Mattie Road from Shell Beach Road/ Palisades Drive and Price Street. These accesses are via freeway underpasses. Pedestrian crossing of U.S. Highway 101 in the area should be considered. ~~A series of parcels in County jurisdiction are located in the middle~~

~~of the planning area. These parcels are within the City Urban Reserve Line and eventually will be annexed to the City when public facilities are available. Since it is in the Coastal Zone, land use concepts can be discussed for future reference.~~

3D) Revision of LCP pg. IV-158; Policy SPQ-1; Sentence #2:
Policy SPQ-1 to read as follows:
The Freeway Foothills Planning area shall be designated a Limited Medium Density residential (up to 8 du/ac) and limited commercial, planned development with considerations given to preservation of scenic resources and open space. the Planning Area shall be developed under a maximum of ~~three (3)~~ four (4) Specific Plans, one each for the ~~three~~ four (4) geographically separate sub-areas within the Freeway Foothills Planning Area.

3E) Deletion of LCP Policy SPQ-4, pg. IV-160:
. . . deletion of this policy following annexation of the area.

~~Policy SPQ-4:~~
~~The City may consider annexation of the County parcels in the middle of the planning area between 1985 and 1990 if it is determined that services are available and adequate.~~

3F) Amendments to the following figures to include the annexation area as identified in exhibits noted as follows and attached herein (exhibits 1-19)

Exhibit 1 - figure GP-2 - Neighborhood Planning Areas map
Exhibit 2 - figure EN-1 - Slope Map
Exhibit 3 - figure EN-3 - Surface Hydrology Map
Exhibit 4 - figure EN-7 - Critical Hazard Areas Map
Exhibit 5 - figure EN-11 - Designated Significant Natural Resource Areas Map
Exhibit 6 - figure EN-12 - Biotic Communities Map
Exhibit 7 - figure EN-14 - Open Space Plan Map
Exhibit 8 - figure EN-15 - Visual Problems and Opportunities Map
Exhibit 9 - figure EN-16 - Landscape Improvement Plan Map
Exhibit 10 - figure EN-17 - Visual Resources Map
Exhibit 11 - figure DE-1 - Archeological Resources Map
Exhibit 12 - figure DE-2 - Access and Recreation Plan and Proposals
Exhibit 13 - figure DE-3 - Water Systems
Exhibit 14 - figure DE-4 - Sewer Map
Exhibit 15 - figure DE-5 - Circulation Map
Exhibit 16 - figure DE-6 - Bikeways Plan
Exhibit 17 - LUP-1 map - Land use plan map

3G) Program SPQ-1 is revised (in bold) as follows:

"The Planning Area **below the 200' contour** shall be zoned Planned Residential Development and shall be clustered at the base of the foothills with ample provision for open space and corridor views of the foothills from U.S. Highway 101. **Land area above the 200' contour shall be zoned Open Space-Recreational Use, and a permanent open space easement shall be recorded over this area. Land area adjacent to the existing restaurant shall be zoned Commercial for visitor and**

neighborhood uses.

4) On April 29, 1992, a Mitigated Negative Declaration was approved by Resolution for the General Plan/Local Coastal plan amendment proposal, the specific plan, and annexation request by the City of Pismo Beach Planning Commission. The City Council finds that this amendment will not have a significant adverse affect on the environment.

5) The Planning Division is hereby authorized to submit an application to the California Coastal Commission for certification of this amendment of the Pismo Beach Local Coastal Program. The proposed amendment is consistent with the California Coastal Act and shall take effect immediately upon Coastal Commission approval.

UPON MOTION of Councilmember Bittner, seconded by Councilmember Fiorentino, the foregoing Resolution is hereby approved and adopted the 29th day of April, 1992 by the following role call vote, to wit:

AYES: CouncilmembersBittner, Fiorentino, Foster and Mayor Morrow

NOES: None

ABSTAIN: None

ABSENT: Councilmember Maroney

DICK MORROW, MAYOR

ATTEST:

JERI YOUNG
Deputy City Clerk

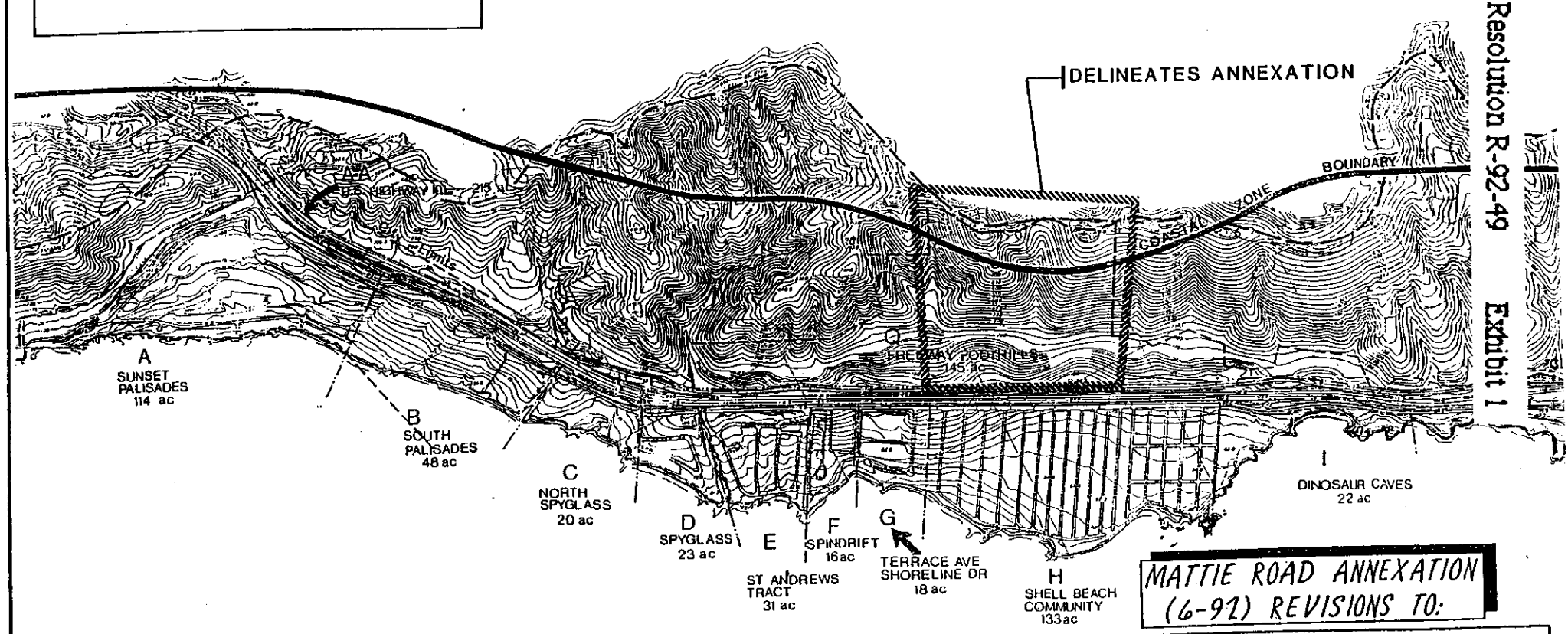
APPROVED AS TO FORM:

FREDERICK W. CLOUGH
City Attorney

c:\mattierd\r-gpamend b:r9249

The City Of PISMO BEACH

Resolution R-92-49 Exhibit 1



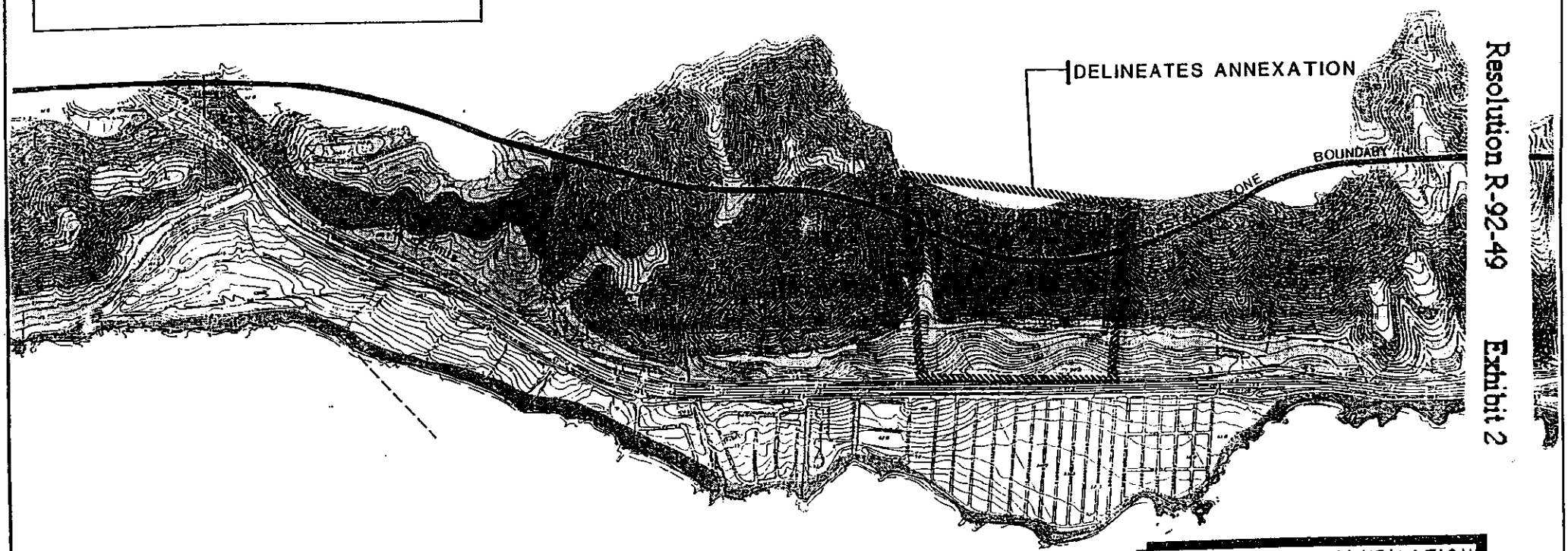
MATTIE ROAD ANNEXATION (6-92) REVISIONS TO:

NEIGHBORHOOD PLANNING AREAS

FIGURE GP-2

PREPARED 1980

The City Of PISMO BEACH



Resolution R-92-49 Exhibit 2

SLOPES

- 0 to 5%
- 6 to 15%
- 16 to 30%
- OVER 30%

0 600' 1200' 2400'

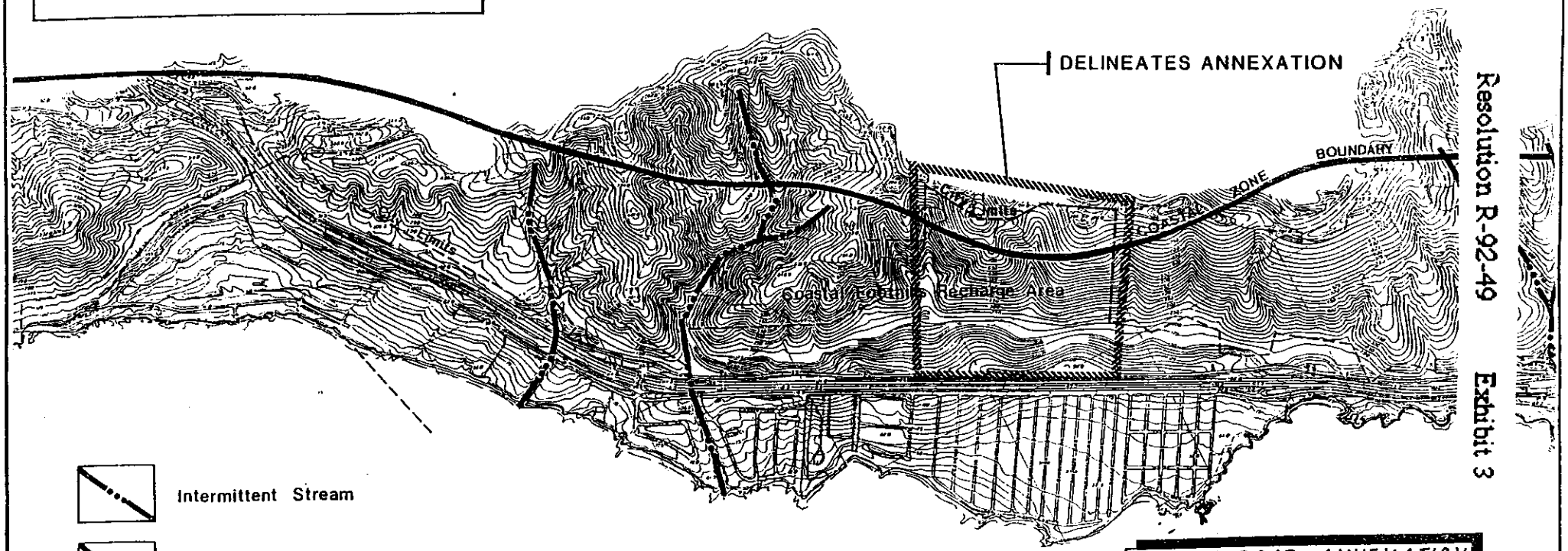
PREPARED 1980

MATTIE ROAD ANNEXATION
(6-92) REVISIONS TO:

SLOPE MAP

FIGURE EN-1

The City Of PISMO BEACH



Resolution R-92-49 Exhibit 3

Intermittent Stream

Perennial Stream

Freshwater Marsh

100 Year Floodplain (Approx.)
Actual flooded areas will probably be greater - Please refer to most recent flood data at Planning Dept.

Watershed Boundary

Floodway Boundary

0 600' 1200' 2400'

MATTIE ROAD ANNEXATION
(6-92) REVISIONS TO:

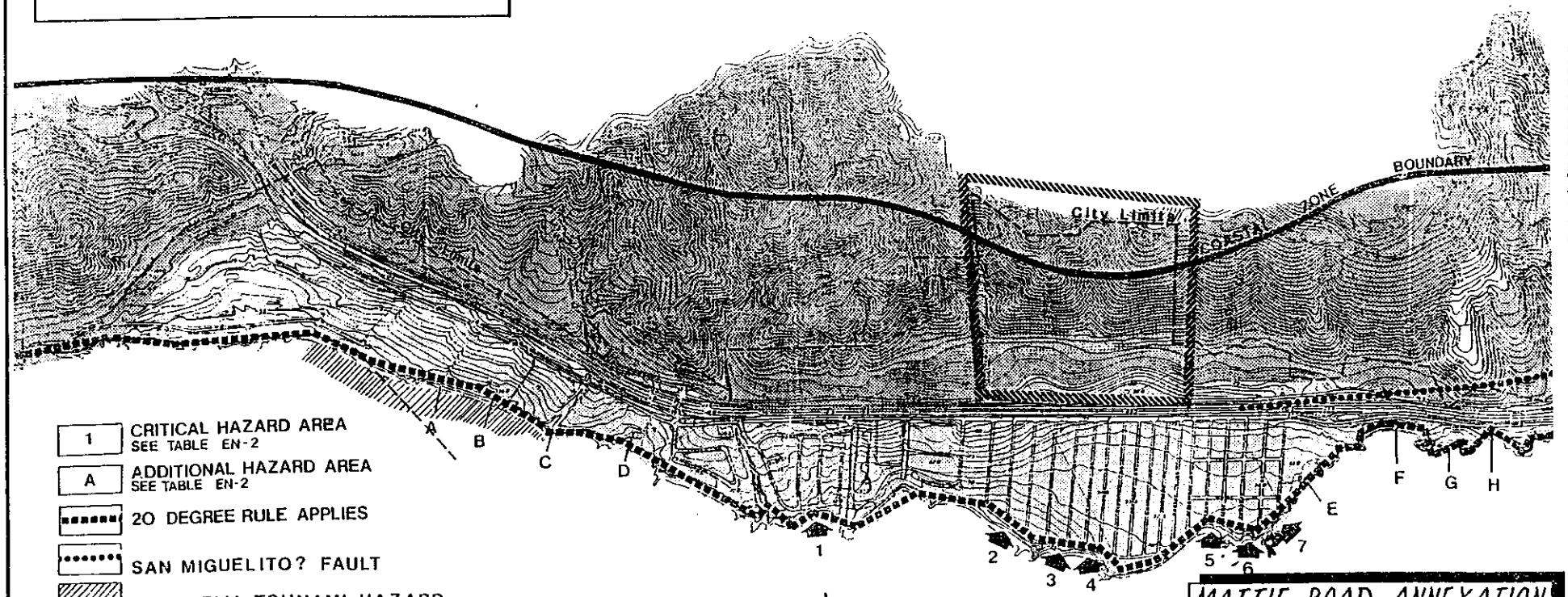
SURFACE HYDROLOGY

FIGURE EN-3

PREPARED 1980 / REV. 1-83

The City Of PISMO BEACH

Resolution R-92-49 Exhibit 4



1 CRITICAL HAZARD AREA SEE TABLE EN-2

A ADDITIONAL HAZARD AREA SEE TABLE EN-2

20 DEGREE RULE APPLIES

SAN MIGUELITO? FAULT

POTENTIAL TSUNAMI HAZARD

	LANDSLIDE RISK	LIQUIFACTION POTENTIAL
	Negligible	Low to Moderate
	Negligible	Moderate to High
	Low	Low to Moderate
	Moderate	Very Low
	Moderately High	Very Low

0 600' 1200' 2400'

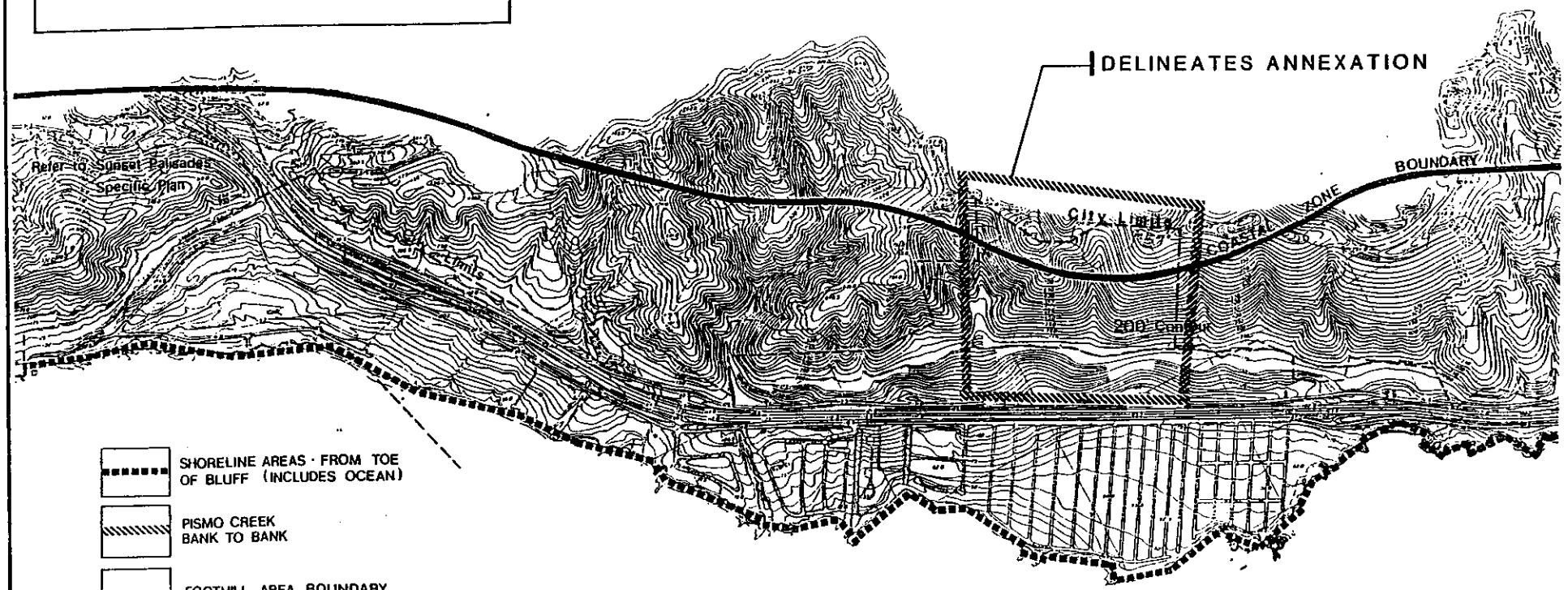
MATTIE ROAD ANNEXATION (6-92) REVISIONS TO:

CRITICAL HAZARD AREAS

FIGURE EN-7

PREPARED 1980

The City Of PISMO BEACH



Resolution R-92-49 Exhibit 5

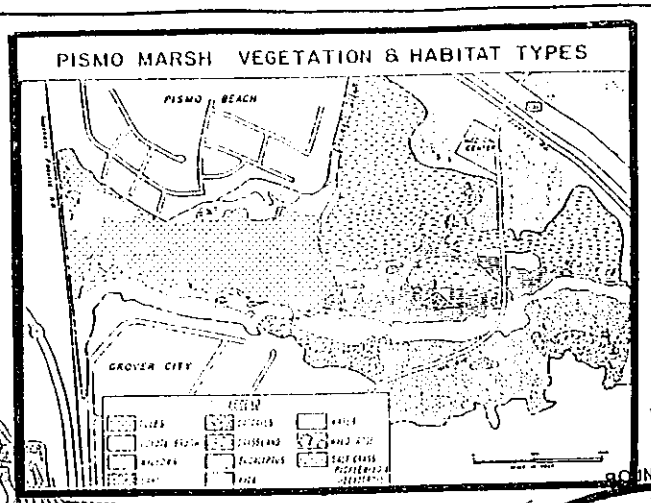
MATTIE ROAD ANNEXATION (6-92) REVISIONS TO:

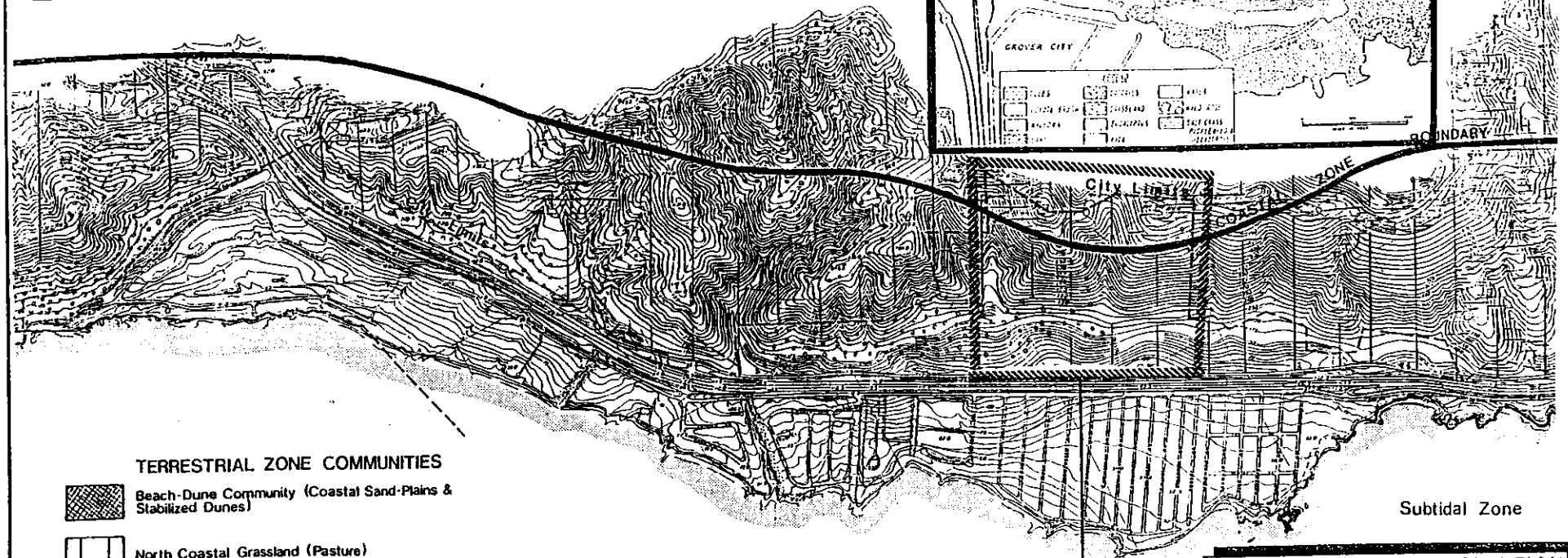
DESIGNATED SIGNIFICANT NATURAL RESOURCE AREAS

FIGURE EN-11

PREPARED 1980

The City Of PISMO BEACH





TERRESTRIAL ZONE COMMUNITIES

- Beach-Dune Community (Coastal Sand-Plains & Stabilized Dunes)
- North Coastal Grassland (Pasture)
- North Coastal Scrub
- Wetlands and Riparian
- Marsh Zone Communities
- Oak Woodland

INTERTIDAL ZONE COMMUNITIES

0 600' 1200' 2400'

MATTIE ROAD ANNEXATION (6-92) REVISIONS TO:

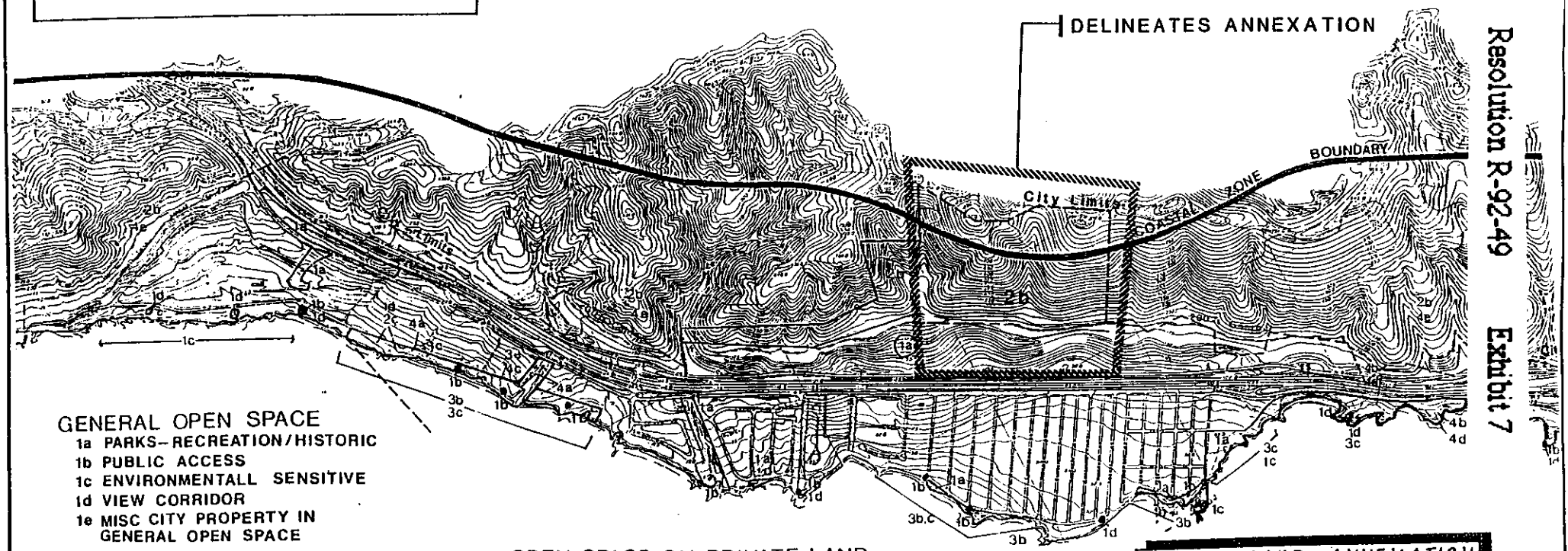
BIOTIC COMMUNITIES

FIGURE EN-12

PREPARED 1980

Resolution R-92-49 Exhibit 6

The City Of PISMO BEACH



Resolution R-92-49 Exhibit 7

GENERAL OPEN SPACE
- 1a PARKS–RECREATION/HISTORIC
- 1b PUBLIC ACCESS
- 1c ENVIRONMENTALL SENSITIVE
- 1d VIEW CORRIDOR
- 1e MISC CITY PROPERTY IN GENERAL OPEN SPACE

UNDEVELOPED LAND
- 2a RESERVED FOR FUTURE DEVELOPMENT
- 2b INAPPROPRIATE FOR DEVELOPMENT
- 2c CONSTRAINTS ON SITE USE

POTENTIAL HAZARD AREAS
- 3a LANDSLIDE: EARTHQUAKE FAULT ZONE LIQUIFACTION, OVER 30% SLOPE
- 3b BEACH OPEN TO STORMS
- 3c CLIFF EROSION AND HAZARD
- 3d CREEK FLOODPLAIN
- 3e MAJOR DRAINAGE

OPEN SPACE ON PRIVATE LAND
- 4a ASSOCIATED WITH DEVELOPMENT
- 4b EASEMENTS
- 4c FUTURE PUBLIC USE
- 4d PRIVATE OPEN SPACE OR RECREATION
- 4e AGRICULTURE

0 600' 1200' 2400'

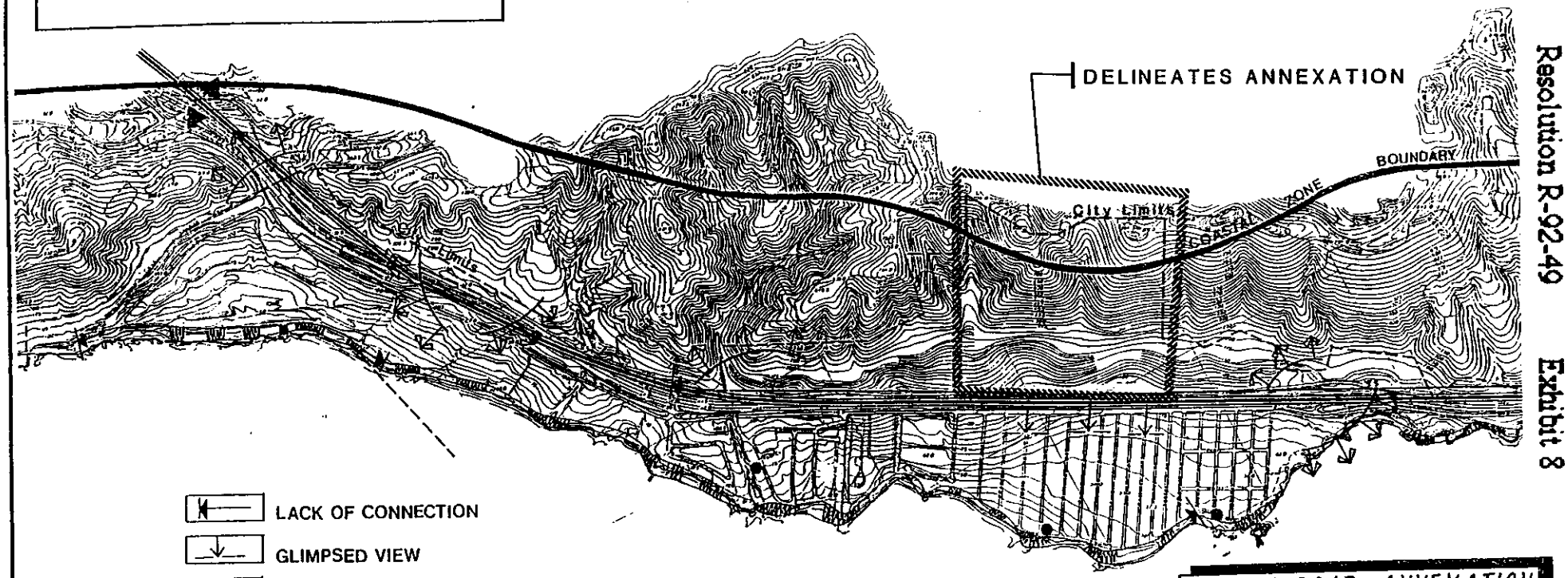
MATTIE ROAD ANNEXATION (6-92) REVISIONS TO:

OPEN SPACE PLAN

FIGURE EN-14

REPARED 1980

The City Of PISMO BEACH



Resolution R-92-49 Exhibit B

- LACK OF CONNECTION
- GLIMPSED VIEW
- PANORAMIC VIEW
- SHORELINE CLIFFS
- BEACH ACCESS
- CRITICAL ENTRY POINTS
- SCENIC HIGHWAY
- URBANIZED AREA IN NEED OF UPGRADING OR LANDSCAPING

0 600' 1200' 2400'

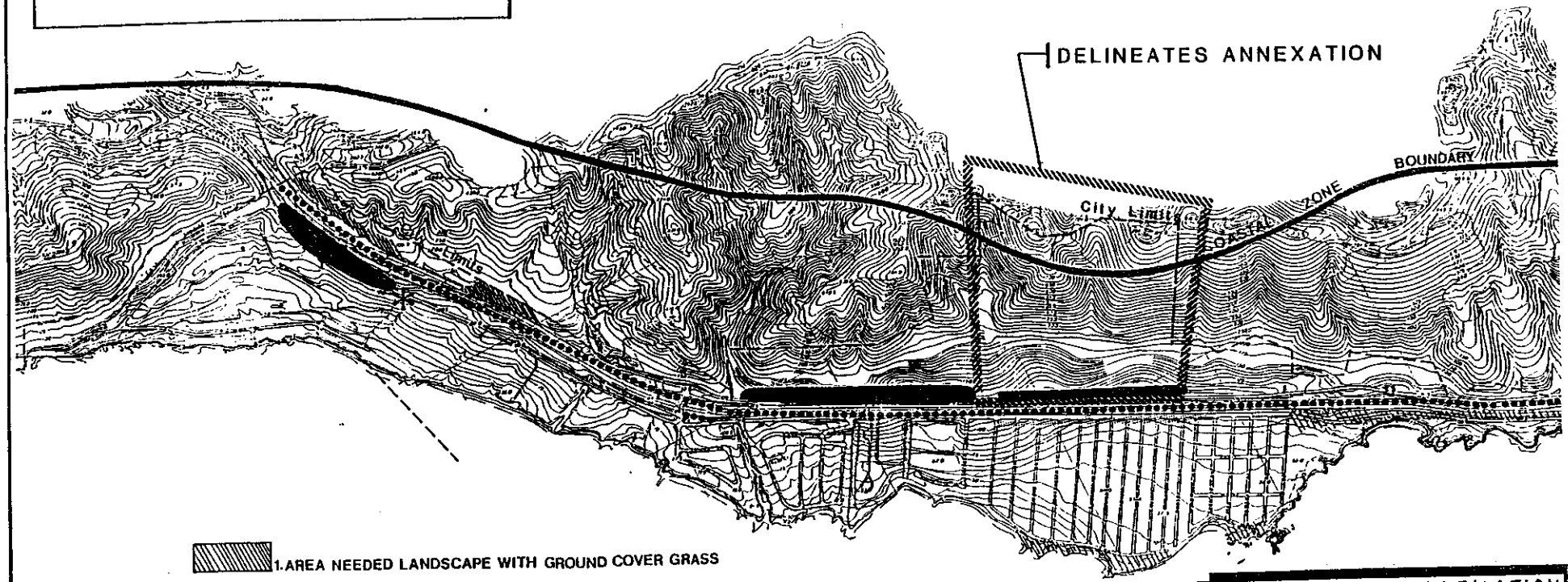
MATTIE ROAD ANNEXATION (6-92) REVISIONS TO:

VISUAL PROBLEMS & OPPORTUNITIES

FIGURE EN-15

PREPARED 1980

The City Of PISMO BEACH



Resolution R-92-49 Exhibit 9

1. AREA NEEDED LANDSCAPE WITH GROUND COVER GRASS
2. AREA NEEDED LANDSCAPE WITH SHRUB
3. AREA NEEDED LANDSCAPE WITH FULL SIZE TREES
4. AREA NEEDED 1&2
5. AREA NEEDED 1&2 WITH MEDIUM HEIGHT TREES
6. AREA NEEDED 3&5
7. POTENTIAL VISTA POINT

0 600' 1200' 2400'

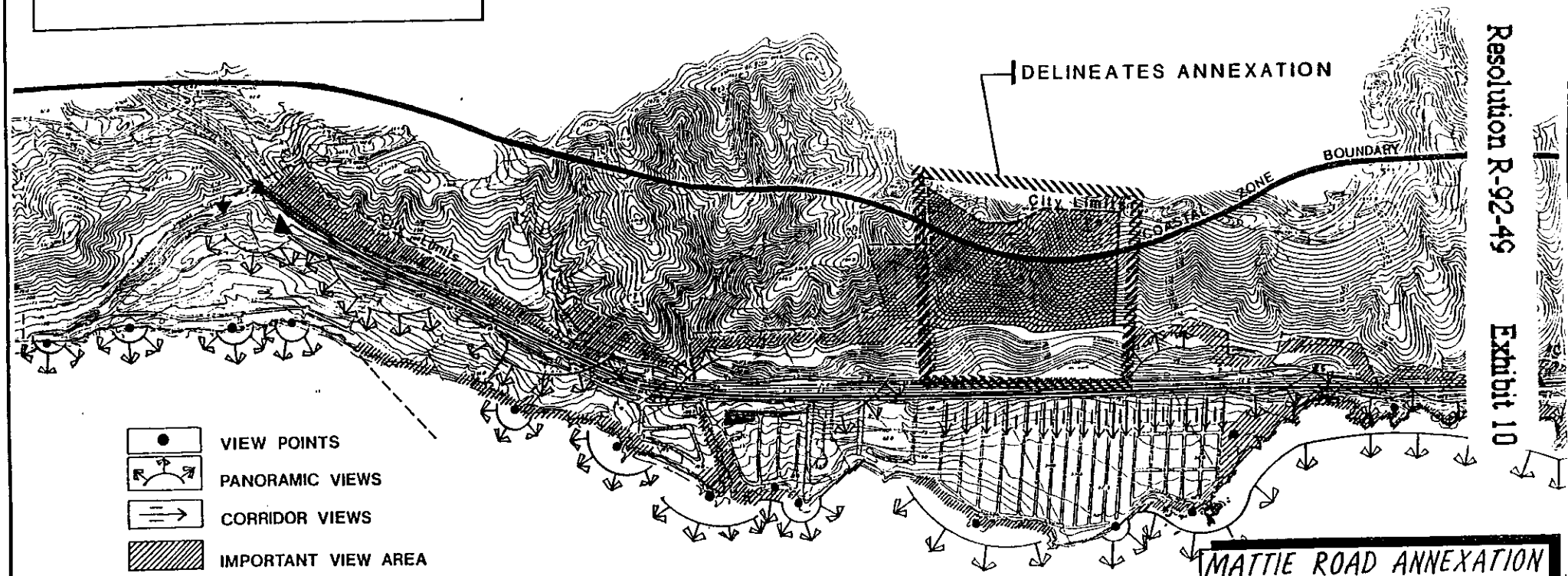
MATTIE ROAD ANNEXATION (6-92) REVISIONS TO:

LANDSCAPE IMPROVEMENT PLAN

FIGURE EN-16

PREPARED 1980

The City Of PISMO BEACH



Resolution R-92-46 Exhibit 10

VIEW POINTS
PANORAMIC VIEWS
CORRIDOR VIEWS
IMPORTANT VIEW AREA
POOR QUALITY VIEW AREA
ENTRY POINTS
VISUAL CORRIDOR
PROPOSED VISTA POINTS

0 600' 1200' 2400'

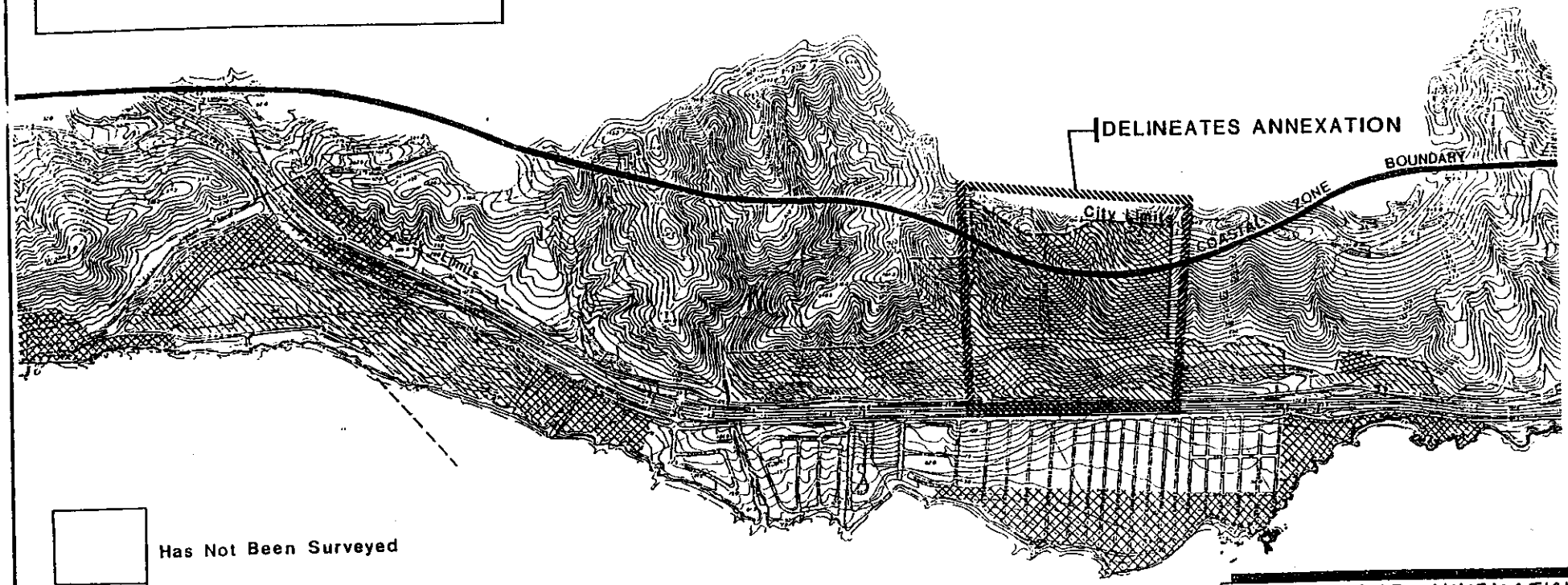
MATTIE ROAD ANNEXATION (6-92) REVISIONS TO:

VISUAL RESOURCES

FIGURE EN-17

PREPARED 1980

The City Of PISMO BEACH



Resolution R-92-49 Exhibit 11

Has Not Been Surveyed

Surveyed - No Archaeological Significance

Surveyed - Has or May Have Archaeological Significance · Does Not Necessarily Indicate Area of Recorded Archaeological Sites

0 600' 1200' 2400'

MATTIE ROAD ANNEXATION (6-92) REVISIONS TO:

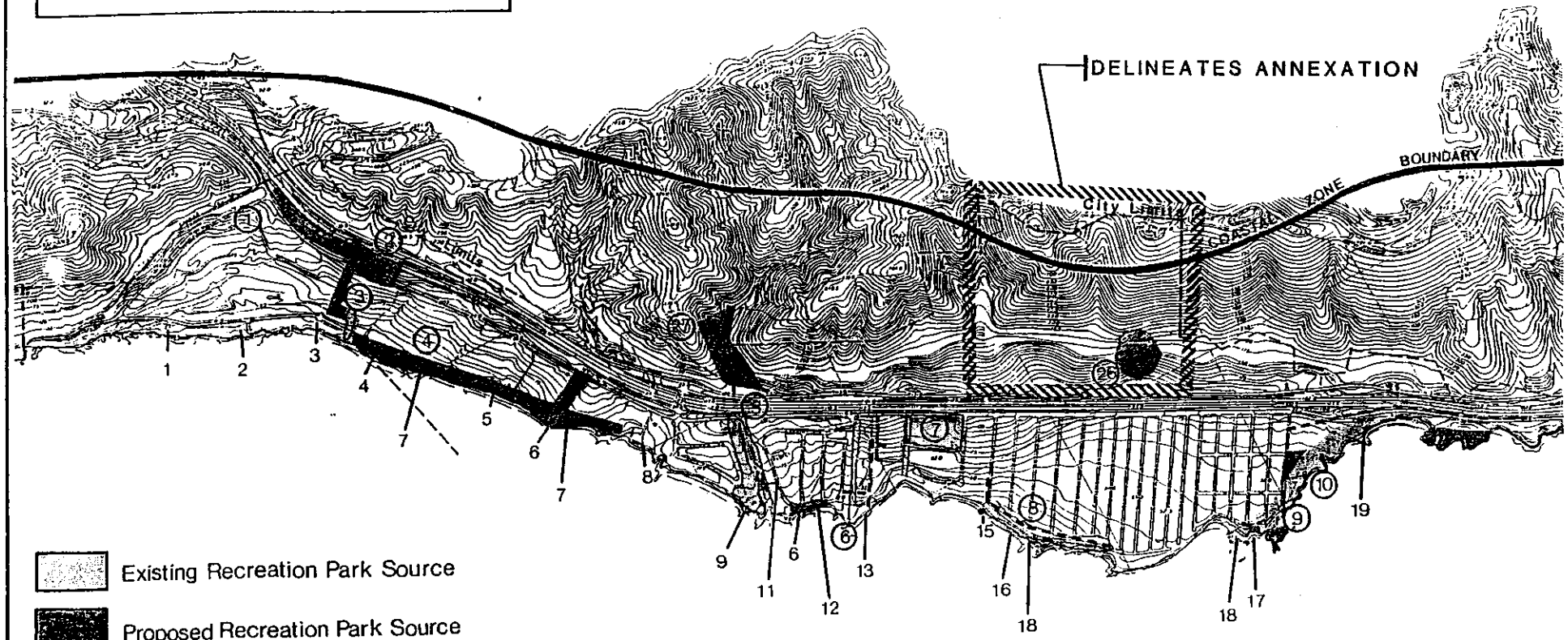
ARCHAEOLOGICAL RESOURCES

Note: This Figure will be updated periodically and is subject to change.

FIGURE DE-1

PREPARED 1980 / REV. 1-93

The City Of PISMO BEACH



Resolution R-92-49 Exhibit 12

Existing Recreation Park Source

Proposed Recreation Park Source

① Park Reference Number (TABLE DE-3)

1 Access Reference Number (TABLE DE-4)

Trails

0 600' 1200' 2400'

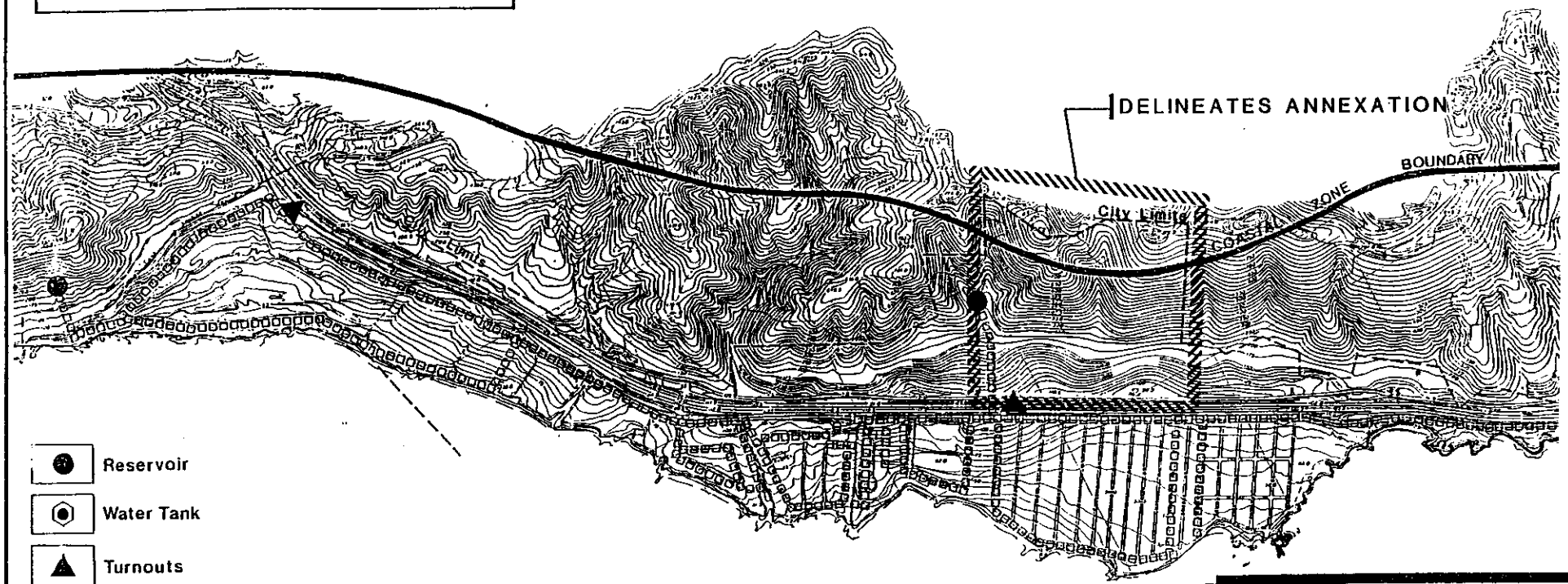
MATTIE ROAD ANNEXATION (6-92) REVISIONS TO:

ACCESS & RECREATION PLAN & PROPOSALS

FIGURE DE-2

PREPARED 1980

The City Of PISMO BEACH



Resolution R-92-49 Exhibit 13

- Reservoir
- Water Tank
- Turnouts
- Booster Pump
- Water Pressure Tank
- Major Water Lines
- Major Water Lines - Pressure System

* Four wells are located southeast of town

0 600' 1200' 2400'

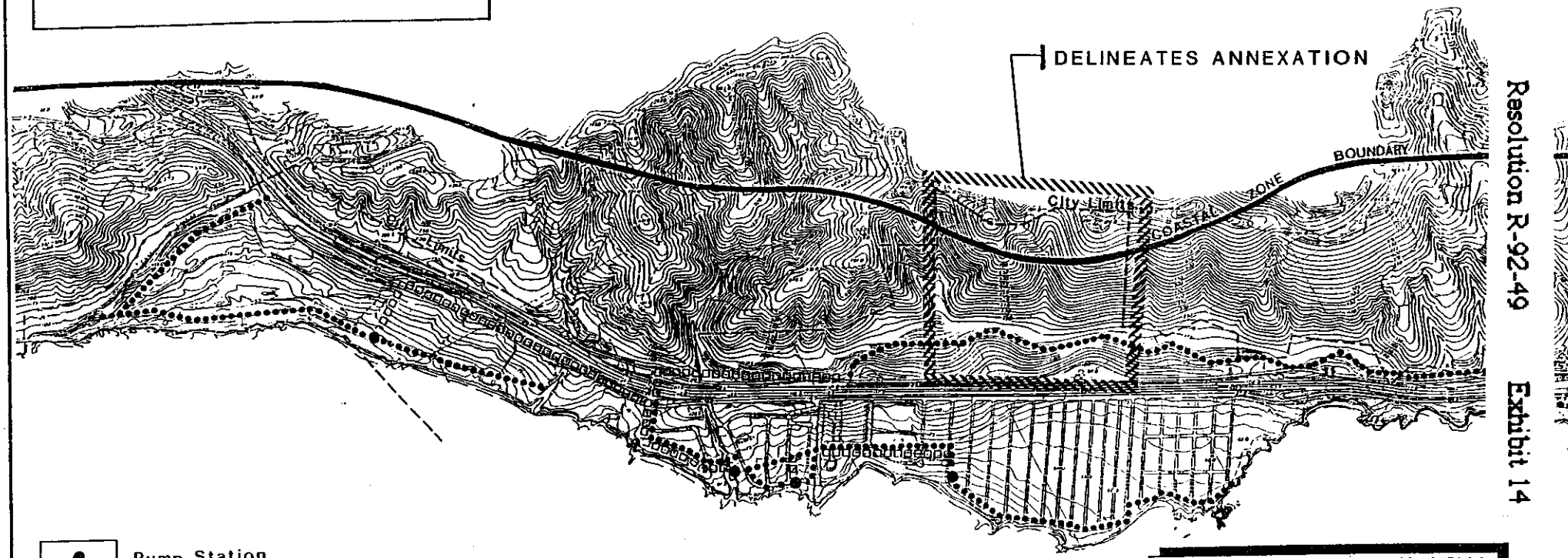
MATTIE ROAD ANNEXATION
(6-92) REVISIONS TO:

WATER SYSTEMS

FIGURE DE-3

PREPARED 1980

The City Of PISMO BEACH



Resolution R-92-49 Exhibit 14

Pump Station

Sewage Treatment Plant

Force Mains

Sewer Collection Lines

Outfall to Oceano

0 600' 1200' 2400'

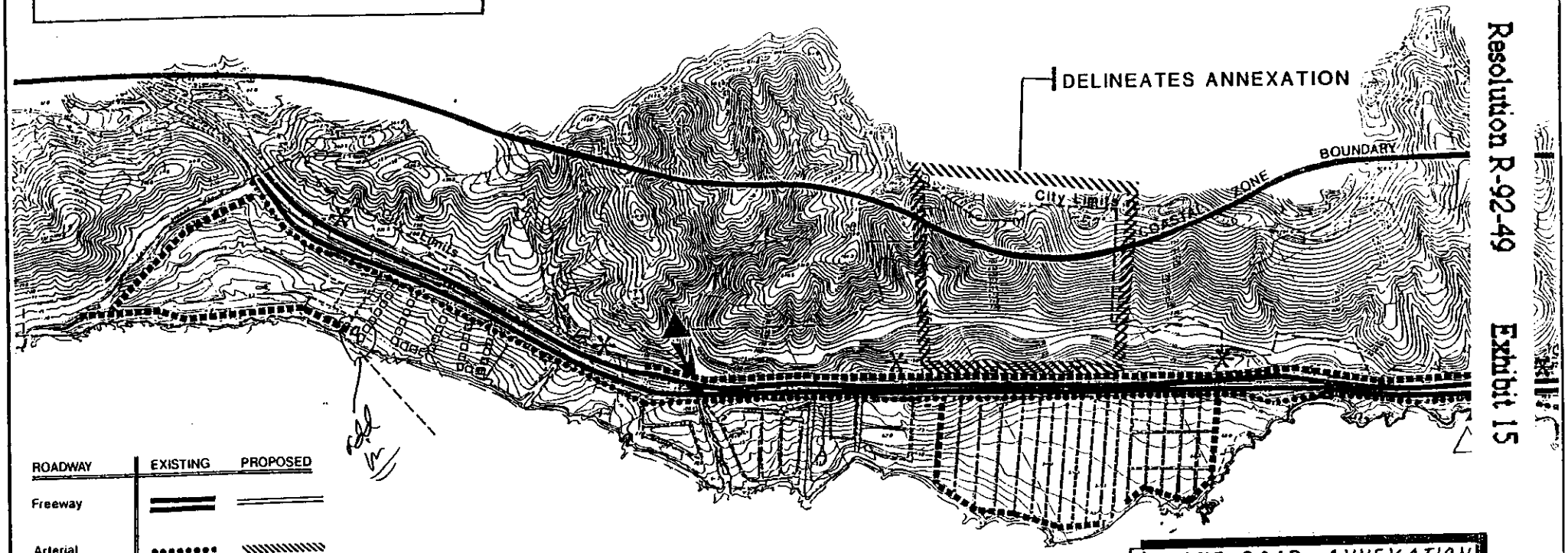
MATTIE ROAD ANNEXATION
(6-92) REVISIONS TO:

SEWER MAP

FIGURE DE-4

EPARED 1980

The City Of PISMO BEACH



Resolution R-92-49 Exhibit 15

ROADWAY	EXISTING	PROPOSED
Freeway		
Arterial		
Collector		
Local		
Scenic Highway	*	
Interchange	▲	△

0 600' 1200' 2400'

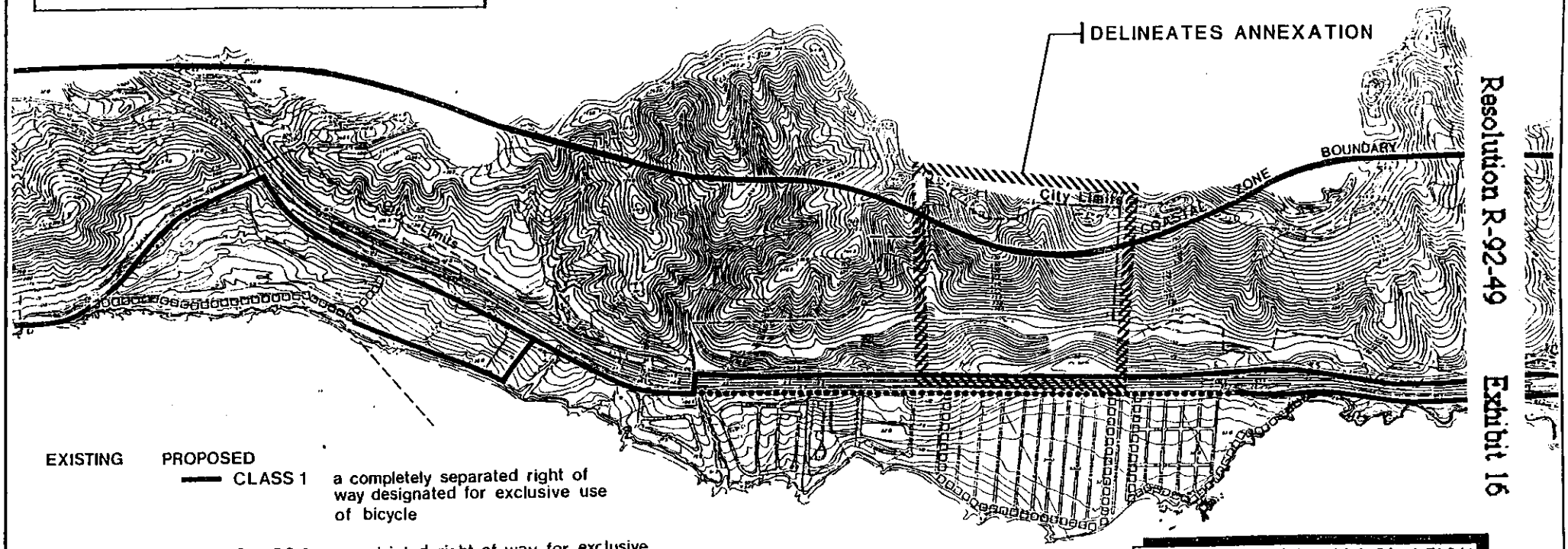
MATTIE ROAD ANNEXATION
(6-92) REVISIONS TO:

CIRCULATION

FIGURE DE-5

PREPARED 1980

The City Of PISMO BEACH



Resolution R-92-49 Exhibit 16

EXISTING PROPOSED

———	CLASS 1	a completely separated right of way designated for exclusive use of bicycle
▪▪▪▪▪	•••••• CLASS 2	a restricted right of way for exclusive use by bicycles - cross traffic by motorists is allowed
	ooooo CLASS 3	a shared right of way designated by signs on vertical posts or on pavement which shares right of way with either moving vehicles or pedestrians

MATTIE ROAD ANNEXATION (6-92) REVISIONS TO:

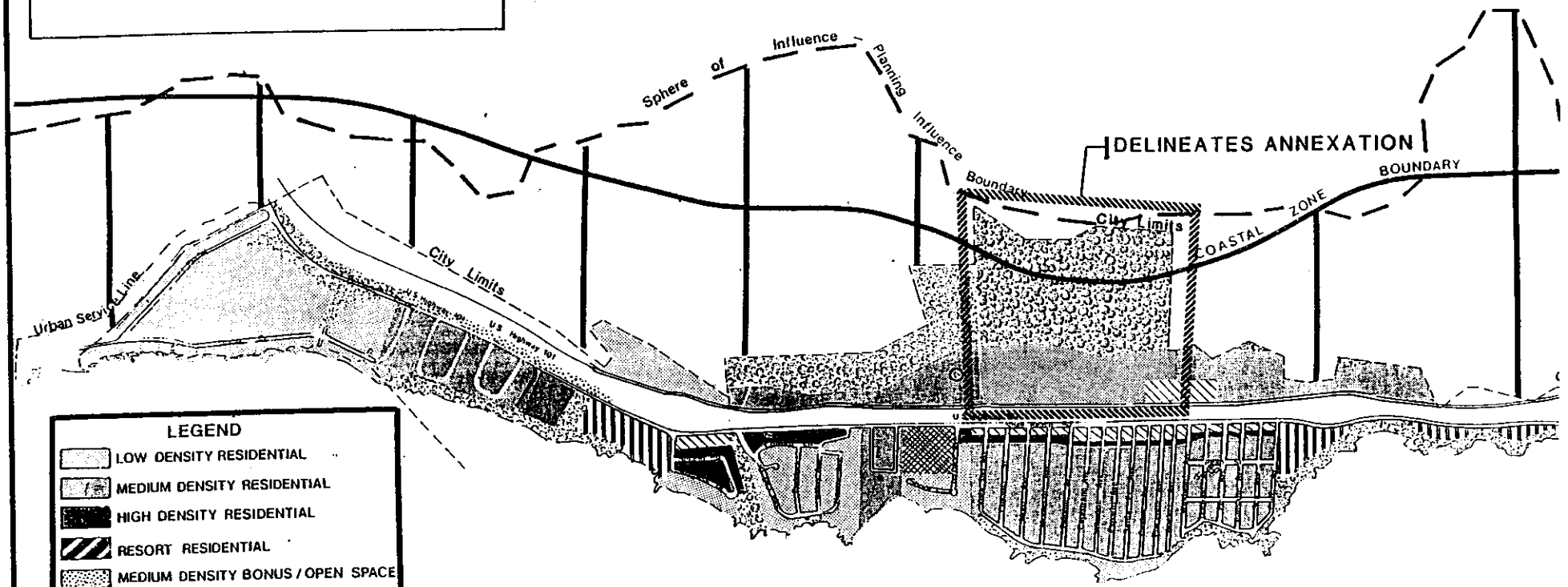
BIKEWAYS PLAN

0 600' 1200' 2400'

FIGURE DE-6

The City Of PISMO BEACH

General Plan 1980-1995



"Pacific Ocean area in City Limits"

LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- RESORT RESIDENTIAL
- MEDIUM DENSITY BONUS / OPEN SPACE
- MOBILE HOME PARK
- RESORT COMMERCIAL
- COMMERCIAL
- PUBLIC / SEMI-PUBLIC
- OPEN SPACE
- ROADS
- URBAN RESERVE
- INDUSTRIAL
- AGRICULTURE

0 600' 1200' 2400'

PREPARED 7 80

Resolution R-92-49 Exhibit 17

MATTIE ROAD ANNEXATION (6-91) REVISIONS TO:

FIGURE LUP-1

Appendix G:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH DECLARING ITS FORMAL APPLICATION TO LAFCO TO EXPAND ITS SPHERE OF INFLUENCE TO INCLUDE AREA OVER THE 200 FOOT CONTOUR, THE ACRES OF LAND KNOWN AS THE "MATTIE ROAD SPECIFIC PLAN ANNEXATION AREA" TO THE CITY OF PISMO BEACH AND TO ANNEX THE ENTIRE AREA TO THE CITY OF PISMO BEACH

RESOLUTION R-92-68

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH DECLARING ITS FORMAL APPLICATION TO LAFCO TO EXPAND ITS SPHERE OF INFLUENCE TO INCLUDE AREA OVER THE 200 FOOT CONTOUR AND TO ANNEX THE 115 ACRES OF LAND KNOWN AS THE "MATTIE ROAD SPECIFIC PLAN ANNEXATION AREA" TO THE CITY OF PISMO BEACH AND TO ANNEX THE ENTIRE AREA TO THE CITY OF PISMO BEACH

WHEREAS, the City of Pismo Beach is authorized by Government Code Section 56800 to make application by resolution for the annexation of land; and,

WHEREAS, this application is made pursuant to Government Code Section 56700; and,

WHEREAS, the City requests that proceedings be taken for this annexation proposal pursuant to Section 56700; and,

WHEREAS, the City recognizes approximately 115 acres as shown on Exhibit A and described as by the assessors parcels 79-231-04,05, 79-221-04,05, 79-221-06,07,09,10,11, as taken from the 1991 assessors rolls for the County of San Luis Obispo as land within the proposed "Mattie Road Specific plan annexation area"; and,

WHEREAS, the City approved Resolutions R-86-74 and R-87-36 declaring its intent to include the portion of the area over the 200' contour in the City's sphere of influence and urban service for the City, and to annex the entire area into the City of Pismo Beach; and,

WHEREAS, these properties are immediately adjacent to residentially developed land within the City; and,

WHEREAS, the City has adopted a specific plan for these properties known as the "Mattie Road Annexation specific plan"; and,

WHEREAS, the Mattie Road Annexation specific plan outlines residential, open space, and commercial land uses for the area in question; and,

WHEREAS, annexation of this area shall occur under the conditions and terms outlined in the Mattie Road annexation specific plan; and,

WHEREAS, this annexation complies and is consistent with the City of Pismo Beach General Plan/Local Coastal Plan Policy SPQ-4 which states that "The City may consider annexation of the County parcels in the middle of the planning area between 1985 and 1990 if it is determined that services are available and adequate."

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pismo Beach as follows:

1) The City Council of the City of Pismo Beach requests that the San Luis Obispo County Local Agency Formation Commission (LAFCO) approve the annexation of 115 acres of land known as the Mattie Road annexation specific plan area to the City of Pismo Beach as prescribed in Exhibit A.

2) The City Council of the City of Pismo Beach declares its intent to amend its sphere of influence to include the land in this area over the 200' contour to the northerly property lines and to annex the entire 115 acres of land known as the Mattie Road annexation specific plan area to the City of Pismo Beach in conformance with the City of Pismo Beach General Plan/Local Coastal Plan as adopted on January 23, 1981.

3) The following policies shall be adhered to as the necessary Annexation application is processed by the City Council, LAFCO, and County Board of Supervisors; and as the necessary General Plan/Local Coastal plan and zoning ordinance

amendments are processed with the City Council and Coastal Commission:

3A) All processing shall be pursued with direct mailing to all persons interested in this matter upon request and as determined by applicable state and city statutes.

3B) All costs of processing the necessary applications and public hearings shall be reimbursed to the City by the applicant, including services provided by the City Attorney.

4) The properties are currently zoned "Agriculture" under the jurisdiction of the County of San Luis Obispo. Ordinance 92-03, approved by the City Council on June 2, 1992, assigns the following zoning designations to the 115 acres as identified on Exhibit 1:
- Planned Residential zoning - 29.09 acres
- Commercial zoning - 1.2 acres
- Open Space-Recreational zoning - 84.79 acres

5) Pursuant to Government Code section 56653, a description of services to be provided to this area are identified on exhibit A. All services will be financed through appropriate fees and development exactions.

ON MOTION of Councilmember Bittner, seconded by Councilmember Fiorentino, the foregoing Resolution is hereby approved and adopted the 2nd day of June, 1992 by the following role call vote, to wit:

AYES: Councilmembers Bittner, Fiorentino, Maroney and Mayor Morrow.

NOES: None.

ABSTAIN: None.

ABSENT: Councilmember Foster.

DICK MORROW, MAYOR

ATTEST:

Sharon Jones
City Clerk

APPROVED AS TO FORM:

Frederick W. Clough
Fred Clough
City Attorney

c:\mattierd\r-annex

EXHIBIT A - A description of services to be provided

1) Water sources for domestic and irrigation uses include surface water from the Lopez Reservoir, groundwater from Well #5 in the Arroyo Grande groundwater basin, and water from wells #9 and #10 in the Five Cities/Fourth street area. Applications for subdivisions and development projects will be required to include calculations of water demand within the context of a water service plan to be reviewed and approved by the City on a per project basis. Future development will be required to provide water for project use and shall be subject to the use of a series of water conserving techniques for use on a per project basis. Based on current City regulations, water service will be available upon the provision by the project applicant of water in amounts sufficient to serve the development.

2) Water service improvements that will be provided on a per development basis include the installation of a continuous 12" water main, running from Shell Beach Reservoir #2 through the proposal area and tying into the Mattie Road Plaza commercial development existing south of the area.

3) Sewer Service will be provided for the entire annexation area. Wastewater will be collected on-site through gravity lines, and will be transported to the on-site lift station where it will enter the City's existing facilities for transport to the City treatment plan facilities. All main sewer lines shall be maintained by the City through easements or other acceptable mechanisms approved by the City.

4) Storm Drainage will be provided for the entire annexation area. Two primary drainage areas are located over the proposal area, and a complete hydrologic analysis on a per subdivision and/or development basis will be required.

5) Solid Waste and Public Utilities will be provided for the entire annexation area by the South County Sanitation company, PG&E, Pacific Telephone Company, and Sonic Cable service are identified in the plan to handle solid waste, gas and electric service, telephone service, and cable services respectively.

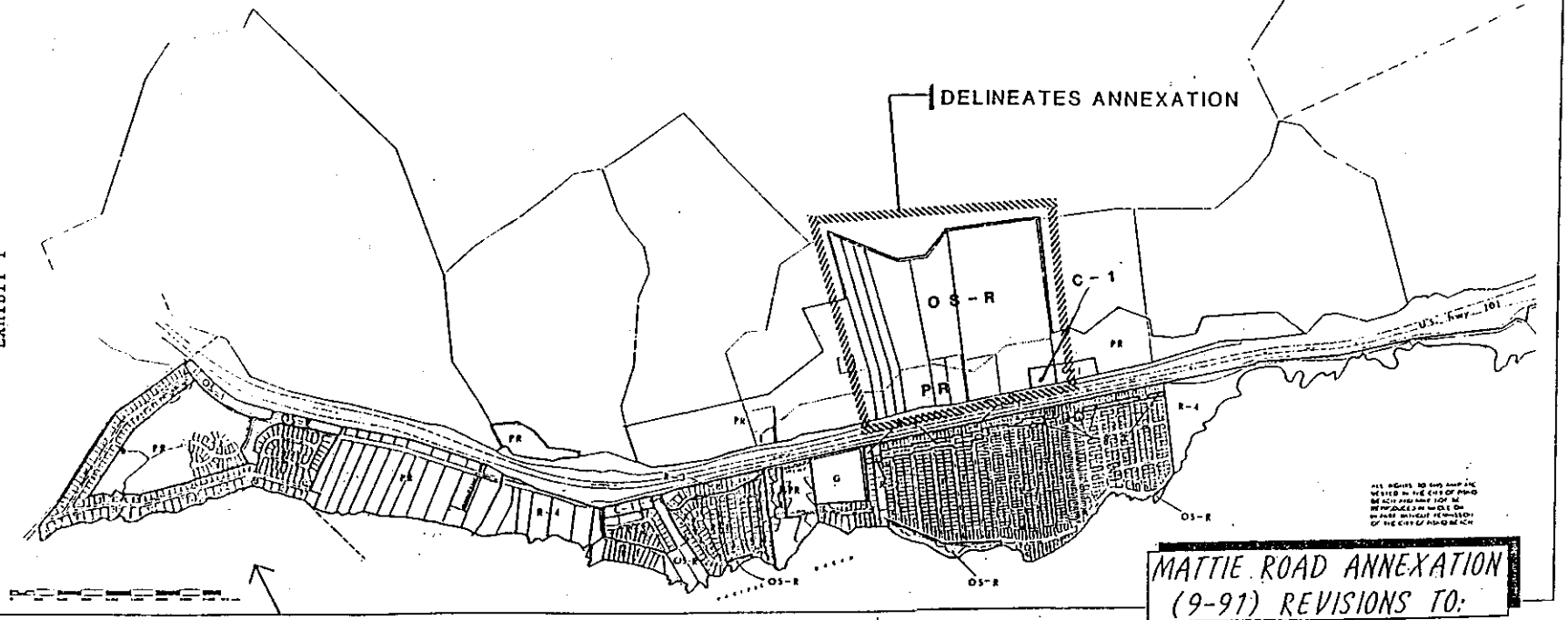
6) Public Safety Services will be provided to the entire annexation area by the City of Pismo Beach. Specific measures for increasing fire protection include fire hydrant location and required fire flow, fire retardant landscaping, fire retardant building materials, minimum unobstructed road widths for fire and emergency vehicles, sprinkler systems on units in excess of 4,500 square feet or that are three or more levels. Police services will also be provided to the entire annexation area.

7) Public schools that will serve the entire annexation area are located in the Lucia Mar school district.

RESOLUTION - R-92-68

EXHIBIT 1

The City Of PISMO BEACH



MATTIE ROAD ANNEXATION
(9-91) REVISIONS TO:

ZONING MAP

EFFECTIVE DATE:
DECEMBER 13, 1983

KEY:

R-1	Single Family Residential	R-4	Hotel Motel
R-2	Two-Three Family Residential	RR	Resort Residential
R-3	Multi-Family Residential	PR	Planned Residential

Appendix H:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH AMENDING THE CITY ZONING MAP TO REFLECT THE REZONING OF PROPERTY CURRENTLY IN THE COUNTY OF SAN LUIS OBISPO CURRENTLY DESIGNATED "AGRICULTURE" TO PLANNED RESIDENTIAL, OPEN SPACE, AND COMMERCIAL ZONING FOR ANNEXATION TERRITORY COMMONLY REFERRED TO AS THE MATTIE ROAD ANNEXATION PLAN SPECIFIC PLAN AREA, A 115 ACRE AREA LOCATED ON MATTIE ROAD, AP#'S 79-231-04,05; 79-221-04,05; 79-221-06,07,09,10,11

ORDINANCE NO. O-92-04

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH AMENDING THE CITY ZONING MAP TO REFLECT THE REZONING OF PROPERTY CURRENTLY IN THE COUNTY OF SAN LUIS OBISPO CURRENTLY DESIGNATED "AGRICULTURE" TO PLANNED RESIDENTIAL, OPEN SPACE, AND COMMERCIAL ZONING FOR ANNEXATION TERRITORY COMMONLY REFERRED TO AS THE MATTIE ROAD ANNEXATION PLAN SPECIFIC PLAN AREA, A 115 ACRE AREA LOCATED ON MATTIE ROAD, AP#'S 79-231-04,05; 79-221-04,05; 79-221-06,07,09,10,11

The City Council of the City of Pismo Beach does ordain as follows:

Section 1. Purpose

The City of Pismo Beach is initiating an application to annex 115 acres of land commonly referred to as the "Mattie Road Specific Plan Annexation area"; and,

Resolution 92-49 has assigned land use categories to the area to be annexed; and,

The County of San Luis Obispo Local Agency Formation Commission (LAFCO) regularly requires that areas to be annexed be pre-zoned; and,

At its meetings of October 8 and December 10, 1991, the Planning Commission took the following actions regarding this Ordinance:

a. Considered the facts and analysis, as presented in a staff report prepared as background for this ordinance;

b. Conducted a public hearing to obtain public testimony on this Ordinance;

c. Based on the Expanded Initial Study prepared for this Ordinance, found that there was no substantial evidence that it would have a significant effect on the environment and recommended that the City Council adopt a Negative Declaration in accordance with the California Environmental Quality Act; and,

d. Recommended that the City Council adopt the pre-zoning ordinance addressing this 115 acre area, and

At its meetings on February 18, March 9, March 17, April 29, and May 19, 1992, the City Council took the following actions:

a. Considered the facts and analysis, as presented in a staff report prepared as background for this ordinance;

b. Considered the Planning Commission recommendation regarding this ordinance;

c. Conducted a public hearing to obtain public testimony on this ordinance;

d. Based on the Expanded Initial Study prepared for this Ordinance, found that there was no substantial evidence that it would have a significant effect on the environment and adopted a Mitigated Negative Declaration in accordance with the California Environmental Quality Act; and,

Section 2. Rezoning

The Zoning map of the City of Pismo Beach dated December 12, 1983 is amended as follows:

1. The properties within the "Mattie Road annexation specific plan area" are pre-zoned as shown on Exhibit A (attached).

Section 3. Development

1. The properties within the "Mattie Road annexation specific plan area" shall be developed in accordance with the Mattie Road annexation specific plan, approved by the City Council on April 29, 1992.

INTRODUCED at a regular meeting of the City Council held this 29th day of April, 1992, on motion of Councilmember Foster, seconded by Councilmember Fiorentino, and on the following roll call vote, to wit:

AYES: Councilmembers Foster, Fiorentino, Bittner, and Mayor Morrow.

NOES: None

ABSTAIN: None

ABSENT: Councilmember Maroney

DICK MORROW, Mayor

ATTEST:
SHARON JONES
City Clerk

APPROVED AS TO FORM:
Fred Clough
City Attorney

PASSED AND ADOPTED at a regular meeting of the City Council held this 2nd day of June, 1992, on motion of Councilmember Fiorentino, seconded by Councilmember Bittner, and on the following roll call vote, to wit:

AYES: Councilmembers Fiorentino, Bittner, Maroney and Mayor Morrow.

NOES: None.

ABSTAIN: None.

ABSENT: Councilmember Foster.

DICK MORROW, Mayor

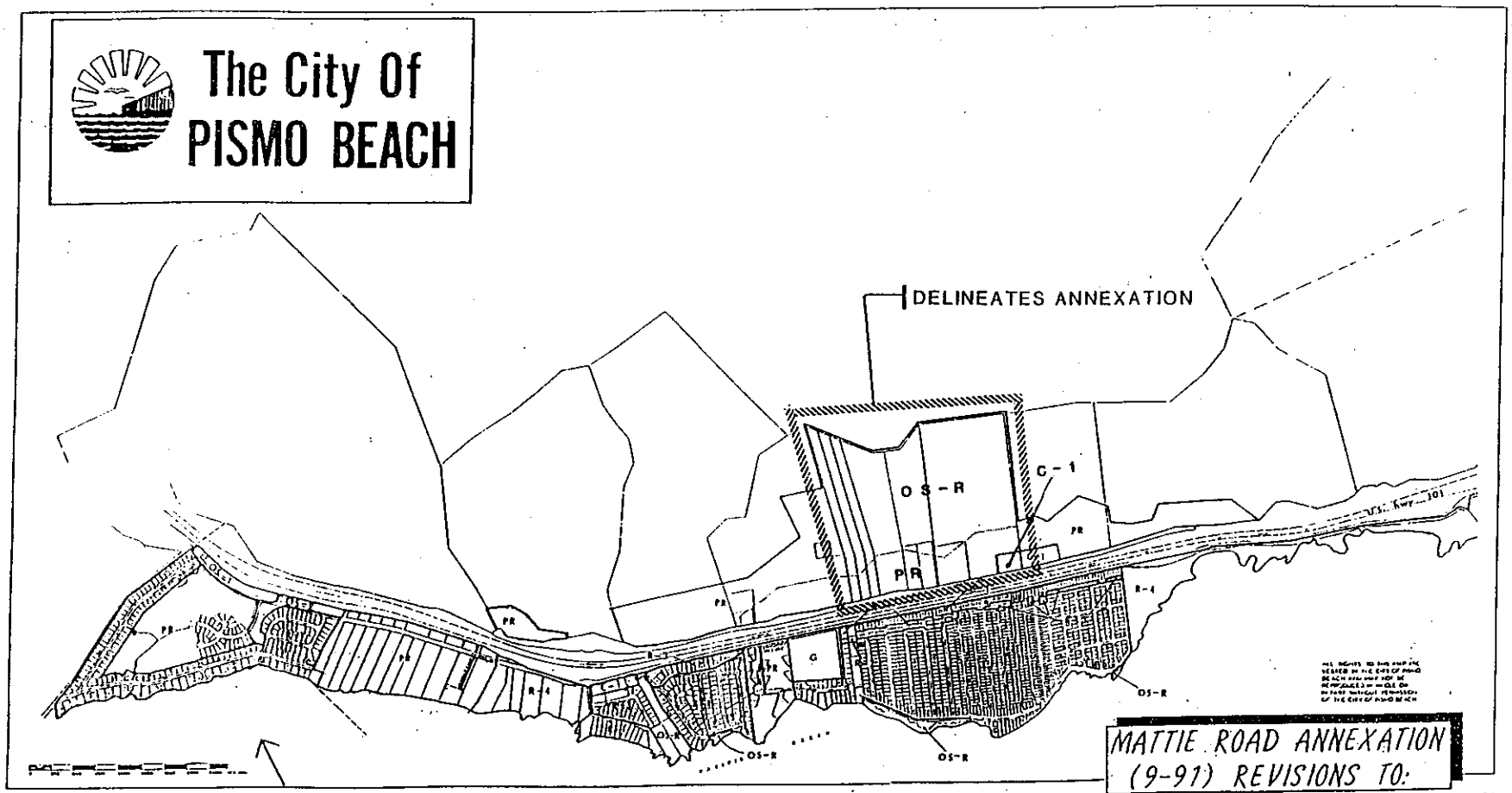
ATTEST:
SHARON JONES
City Clerk

APPROVED AS TO FORM:
Fred Clough
City Attorney

c:\mattierd\o-LAFCO

EXHIBIT A
0-92-04

The City Of PISMO BEACH



MATTIE ROAD ANNEXATION
(9-91) REVISIONS TO:

ZONING MAP

EFFECTIVE DATE: DECEMBER 13, 1983

KEY:
- R-1 Single Family Residential
- R-2 Two-Three Family Residential
- R-3 Multi-Family Residential
- R-4 Hotel Motel
- R R Resort Residential
- P R Planned Residential

Appendix I:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH ADOPTING THE MATTIE ROAD ANNEXATION SPECIFIC PLAN SPECIFIC PLAN FOR FUTURE RESIDENTIAL AND COMMERCIAL DEVELOPMENT AND OPEN SPACE IN THE FREEWAY FOOTHILLS PLANNING AREA

RESOLUTION R-92-50

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PISMO BEACH ADOPTING THE MATTIE ROAD ANNEXATION SPECIFIC PLAN FOR FUTURE RESIDENTIAL AND COMMERCIAL DEVELOPMENT AND OPEN SPACE IN THE FREEWAY FOOTHILLS PLANNING AREA

WHEREAS, the City of Pismo Beach General Plan/Local Coastal Plan and Zoning Ordinance required the preparation of a Specific Plan pursuant to Government Code Section 65450 et seq. prior to allowing development in the Freeway Foothills planning area; and,

WHEREAS, in May 1986, Resolution R-86-74 was approved by the City Council indicating the City's intent to annex approximately 115 acres described as by the assessors parcels 79-231-04,05, 79-221-04,05, 79-221-06,07,09,10,11, known as the "Mattie Road Specific plan annexation area", and,

WHEREAS, in July 1987, the San Luis Obispo County Board of Supervisors granted the assumption of jurisdiction to the City of Pismo Beach for the formation and execution of the Freeway Foothills Assessment District. The Assessment District improvements commenced construction in 1988. These improvements have been completed; and,

WHEREAS, in September 1988, the Mattie Road Annexation Specific Plan preliminary draft, hereinafter known as the Project, was submitted for review by the City by Urban Planning Concepts representing owners of APN #'s 79-231-04,05 (Mattie Lomas Properties) and 79-221-07 (Mattie Associates); and,

WHEREAS, in October 1988, a Project review was scheduled for public hearing, continued without discussion to January 1989; and,

WHEREAS, in January 1989, a Project review was scheduled for public hearing and continued to June 1989 with minimal discussion related to GP/LCP update and a reference to environmental review; and,

WHEREAS, on June 20, 1989 the Planning Commission reviewed the proposed project related to the project density, the rate of buildout, and the amount of water allocated to the project. The discussion was continued to July.

WHEREAS, on July 18, 1989 the Planning Commission completed its review of the June 20 items of discussion and recommended that the City Council consider the following:

1) Reduction of density to four (4) units to the acre from a maximum eight (8) units per acre.
2) Development of a Resolution re-allocating water from expired projects to the Specific Plan Area.
3) Adoption of modifications to the growth transition resolution (R-89-28) to reflect a 4% rate in 1990, 3-1/2% rate in 1991 and 3% in 1992; and,

WHEREAS, on August 14, 1989, the City Council reviewed the Project and referred the Planning Commission's recommendations to the Growth Management subcommittee. The City Council also directed the Planning Commission to continue the processing of Mattie Road Annexation Specific Plan independent of the issues to be reviewed by the Growth Management subcommittee; and,

WHEREAS, on September 5, 1989, the Planning Commission reviewed the Project with primary discussion surrounding the upcoming growth management subcommittee report. The review of the proposal was continued to a special meeting on October 3, 1989; and,

WHEREAS, on September 27, 1989, a written request was received by the City to continue the October 3, 1989 hearing to a future date from Urban Planning Concepts on behalf of owners of APN's 79-231-04,05 (Mattie Lomas Properties) and 79-221-07 (Mattie Associates); and,

WHEREAS, on April 23, 1991, a Planning Commission workshop was held to review the revised version of the administrative draft of the Project and an expanded initial study prepared by Planning Consultants and Environmental Development Associates. Preliminary comments on the Project were provided by the Planning Commission; and,

WHEREAS, on October 8, 1991, the draft specific plan, and expanded initial study, as revised from the April 23, 1991 workshop with the Planning Commission, was reviewed by the Planning Commission in a duly noticed public hearing and the Planning Commission directed that the document be revised; and,

WHEREAS, on December 10, 1991, revisions to the draft specific plan, expanded initial study, and the Mitigation monitoring program, were reviewed by the Planning Commission in a continued public hearing; and,

WHEREAS, on December 10, 1991, the Planning Commission recommended the approval of the Project to the City Council; and,

WHEREAS, on April 21, 1992, the City Council of the City of Pismo Beach held a duly noticed public hearing for consideration of and to receive public comment on the proposed Project; and,

WHEREAS, The City Council has adopted resolution 92-48, approving a Mitigated Negative Declaration and mitigation monitoring program for the specific plan in compliance with the California Environmental Quality Act and the City of Pismo Beach environmental guidelines.

NOW, THEREFORE, be it resolved by the City Council of the City of Pismo Beach as follows:

1) The Mattie Road Annexation Specific Plan is consistent with the City's General Plan/Local Coastal Plan and implements the policies and programs of the Certified Local Coastal program and is consistent with the draft GP/LCP update, currently being processed by the City.

2) The City Council adopts the Mattie Road Annexation Specific Plan dated March 1992, as amended by action of the City Council on Arpil 29, 1992, on file with the City of Pismo Beach Community Development department.

UPON MOTION of Councilmember Foster, seconded by Councilmember Bittner, the foregoing Resolution is hereby approved and adopted the 29th day of April, 1992 by the following role call vote, to wit:

AYES: Councilmembers Foster, Bittner and Fiorentino

NOES: Mayor Morrow

ABSTAIN: None

ABSENT: Councilmember Maroney

DICK MORROW, MAYOR

ATTEST:

JERI YOUNG
Deputy City Clerk

APPROVED AS TO FORM:

FREDERICK W. CLOUGH
City Attorney

c:\mattierd\r-spcpln

APPENDIX J

METES and BOUNDS DESCRIPTION and MAP OF THE ANNEXATION AREA

Exhibits "A" and "B"

LEGAL DESCRIPTION/METES AND BOUNDS
MATTIE ROAD ANNEXATION
FOR ANNEXATION TO THE CITY OF PISMO BEACH

EXHIBIT 'A'

THAT PORTION OF LOTS 6 AND 8 OF THE MAP OF THE SUBDIVISIONS OF A PART OF THE RANCHOS EL PISMO AND SAN MIGUELITO, IN THE COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA, AS SHOWN ON MAP FILED IN BOOK A, PAGE 157 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHWESTERLY LINE OF THE LAND DESCRIBED IN THE DEED TO MARY ANN MEHERIN, RECORDED JULY 20, 1887 IN BOOK X, PAGE 297 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, WITH THE NORTHEASTERLY LINE OF THE LAND DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED OCTOBER 29, 1962, AS INSTRUMENT NO. 2455 IN BOOK 1208, PAGE 542 OF OFFICIAL RECORDS, IN THE OFFICE OF SAID COUNTY RECORDER;

THENCE ALONG THE NORTHWESTERLY LINE OF LAND DESCRIBED IN SAID DEED RECORDED IN BOOK X, PAGE 297 THE FOLLOWING BEARINGS DISTANCES:

NORTH 31° 15' 52" EAST, 644.60 FEET;
NORTH 21° 00' 52" EAST, 1834.80 FEET TO
THE NORTHEASTERLY LINE OF SAID LOT 6;

THENCE ALONG SAID NORTHEASTERLY LINE OF LOT 6 THE FOLLOWING BEARINGS AND DISTANCES:

SOUTH 29° 59' 08" EAST, 945.12 FEET;
SOUTH 57° 44' 08" EAST, 356.40 FEET;
NORTH 73° 29' 29" EAST, 412.50 FEET TO
THE NORTHWESTERLY CORNER OF SAID LOT 8;

THENCE ALONG THE NORTHERLY LINE OF SAID LOT 8, SOUTH 58° 29' 08" EAST, 1118.70 FEET TO THE MOST EASTERLY POINT OF THE LAND DESCRIBED IN DEED TO ELIZABETH J. BELL RECORDED MAY 4, 1988 IN BOOK 3139, PAGE 64 OF OFFICIAL RECORDS OF SAID COUNTY RECORDER;

THENCE SOUTH 30° 45' 56" WEST, ALONG THE SOUTHEASTERLY LINE OF SAID LAND DESCRIBED IN BOOK 3139, PAGE 64, 2136.85 FEET TO THE NORTHEASTERLY LINE OF THE LAND DESCRIBED IN DEED TO THE STATE OF CALIFORNIA RECORDED JUNE 19, 1962 IN BOOK 1188, PAGE 110 OF OFFICIAL RECORDS IN THE OFFICE OF SAID COUNTY RECORDER;

THENCE ALONG SAID NORTHEASTERLY LINE OF THE LAND DESCRIBED IN SAID DEED RECORDED IN BOOK 1188, PAGE 110 AND DEEDS RECORDED

AUGUST 8, 1962, IN BOOK 1195, PAGE 663,
AUGUST 8, 1962, IN BOOK 1195, PAGE 665,
MARCH 27, 1963, IN BOOK 1232, PAGE 386,
OCTOBER 29, 1962 IN BOOK 1208, PAGE 542,

OF OFFICIAL RECORDS IN THE OFFICE OF THE RECORDER OF SAID COUNTY THE FOLLOWING BEARINGS AND DISTANCES:

NORTH 62° 59' 47" WEST, 1339.32 FEET
NORTH 55° 40' 13" WEST, 352.88 FEET
NORTH 66° 25' 47" WEST, 450.81 FEET
NORTH 63° 45' 37" WEST, 138.16 FEET

TO THE POINT OF BEGINNING, CONTAINING 115.86 ACRES, AS SHOWN ON EXHIBIT 'B' ATTACHED HERETO AND MADE A PART HEREOF.

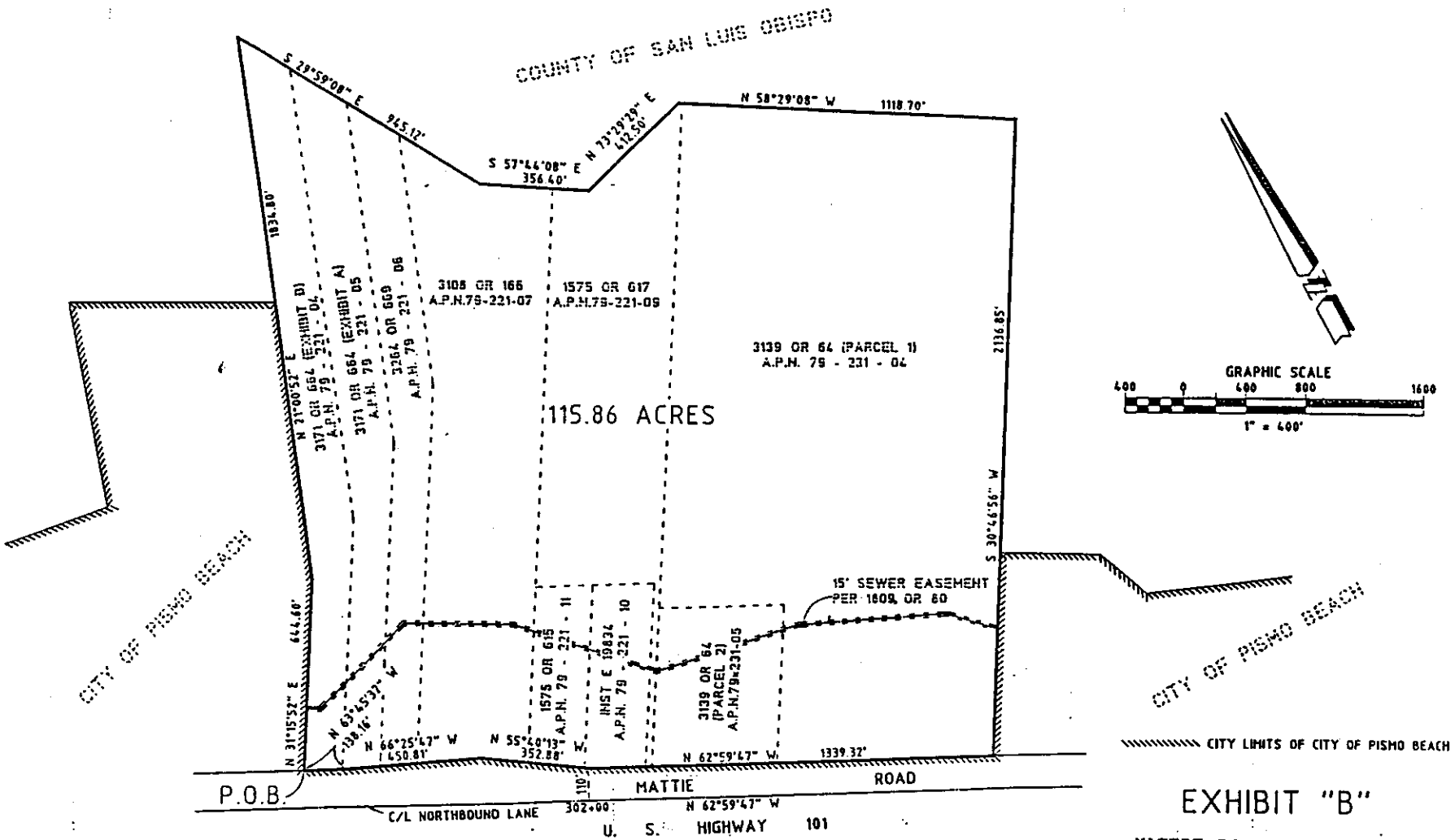
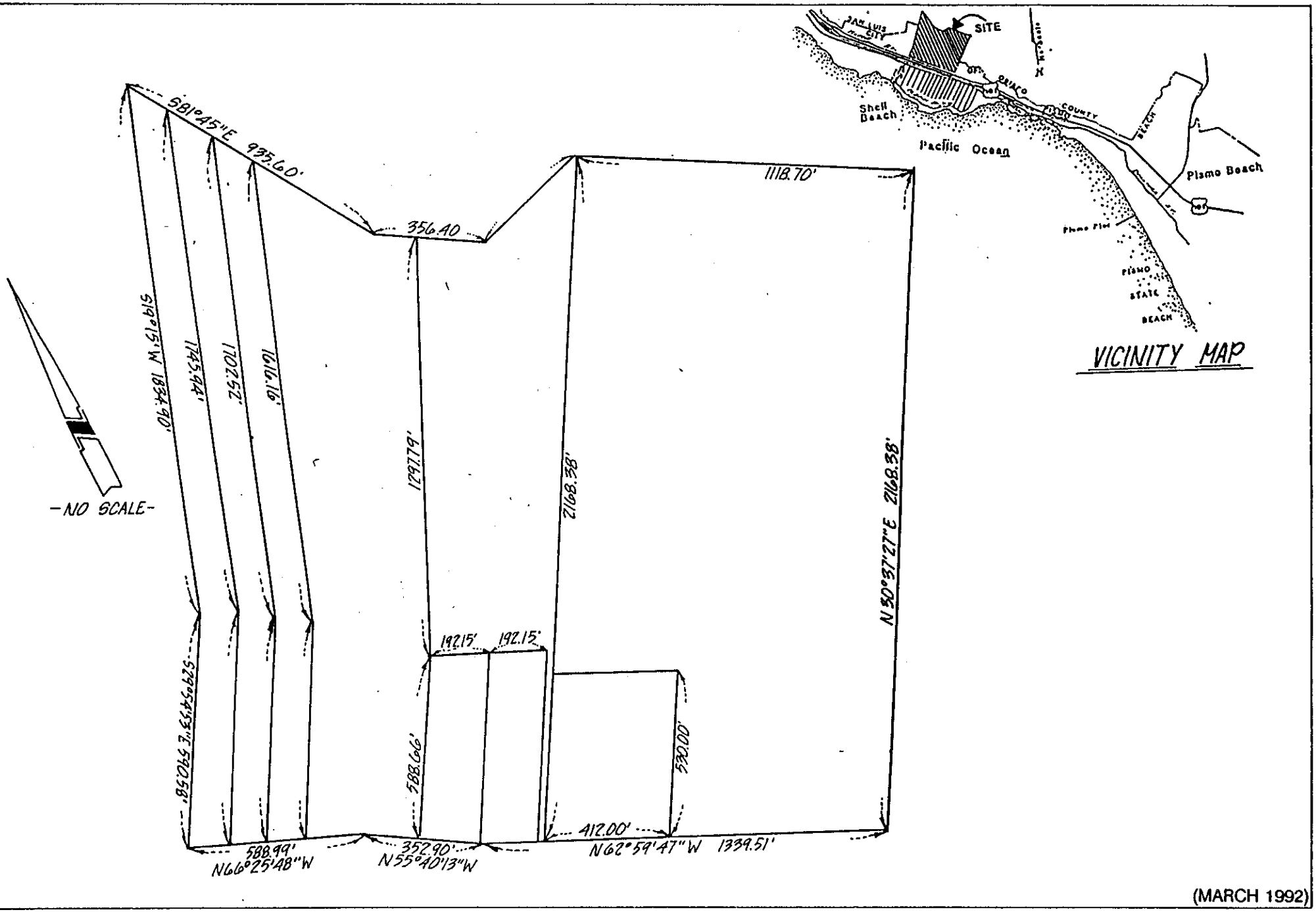


EXHIBIT "B"

MATTIE ROAD ANNEXATION



(MARCH 1992)

LEGAL DESCRIPTION

MATTIE ROAD

ANNEXATION SPECIFIC PLAN

EDA
ENGINEERING DEVELOPMENT ASSOCIATES
(805)549-8658

APPENDIX K

SUMMARY OF EXPANDED INITIAL ENVIRONMENTAL STUDY

APPENDIX K

SUMMARY OF INITIAL ENVIRONMENTAL STUDY

[Appendix "K" is not subject to Coastal Commission certification]

K.1 Summary of Environmental Determination: During consideration of the Specific Plan and related documents the City of Pismo Beach reviewed and adopted an Expanded Initial Environmental Study for the Mattie Road Annexation area. This Initial Study included an analysis of the following environmental issues associated with annexation and development of the Mattie Road projects:

- Geology, Soils and Slopes
- Storm Drainage
- Vegetation
- Wildlife
- Archaeology
- Acoustical Considerations
- Traffic and Circulation
- Visual Resources
- Fiscal Impact Analysis
- Air Quality
- Water Resources Analysis
- Wastewater Service Analysis
- Public Services Analysis (Police, Fire and Schools)

The Initial Study analyzed impacts associated with improvement of the properties, and recommended various design standards that, if implemented, would reduce potential adverse environmental impacts to a degree of insignificance. The results of this Initial Study are highlighted in the following sections. The Initial Study can be consulted for additional background and analysis on these issues.

K.2 Geology, Soils and Slopes: The annexation area, and for that matter the entire Freeway Foothills Planning Area, is generally comprised of marine terraces at the lower portions adjoining Mattie Road, and rocky hillsides extending above the Planning Area. The

residential and small retail commercial developments will be located on a series of gently sloping and undulating areas with a fairly deep (20 feet) clayey sand with gravel soil. No evidence of massive sliding or other geologic hazards are identifiable on the sites. The Pismo Beach LCP indicates that no active faults exist in the City, although the San Andreas fault will be a source of future seismic activity. Surface rupture from this or other vicinity fault lines is not considered by the LCP to be a problem in Pismo Beach.

Soils and geologic investigations conducted for the proposed annexation of the Mattie Road sites revealed no significant adverse soils or geologic conditions existing on the properties. Areas in excess of 30% slopes were recommended to be retained in their natural states, and further site-specific analyses were recommended with individual applications for development entitlements.

K.3 Storm Drainage: The Freeway Foothills Planning Area is identified as a significant watershed within the Pismo Beach community, although groundwater recharge from this watershed is identified in the LCP as minimal. The primary characteristics of the acres comprising this Planning Area are the rates of runoff and discharge of storm waters from the area easterly, into the Highway 101 and Shell Beach areas, and then discharge at the ocean front.

Preliminary analyses conducted in the Initial Study state that a comparison of the rate of runoff from the pre-developed and developed conditions of the Mattie Road annexation territory show a marginal increase (less than 10%) in anticipated runoff. This finding is based on recognition of a relatively poor hydrologic soil complex and vegetation present on the Mattie Road sites, coupled with steep to moderate slopes, inhibiting percolation of storm water.

The analysis continues to point out that the driving factor for storm water management is the capacity of down stream facilities to convey water to the ocean front discharge. This fact is based on the

limited capacity of the under-freeway culverts on the Mattie Road sites at Montecito and Esparto Streets to carry more than 90 cfs of runoff. Historical levels (undeveloped sites) of runoff calculated for a 100 year storm event are 154 cfs. Because of a relatively high runoff coefficient (possibly as high as 0.80) he post-development conditions are not expected to exceed approximately 170 cfs.

Historically, runoff has simply "ponded" upstream from the freeway culverts until the full flow has been discharged under the freeway, or through percolation at those points. The proposed storm drainage system for the Mattie Road Annexation territories is identical to this system in that retention/detention basins adequate to handle these capacities of runoff will be constructed in conjunction with the under-freeway culverts. Detailed hydrology studies will be required from each phase of development as it is presented for City review. Final hydrologic criteria will be evaluated and applied by the City Engineering Department at the time of approval of these individual development permit applications.

K.4 Vegetation: A complete biological investigation was conducted in 1989 to document vegetation and wildlife present on the site, and to establish mitigation measures for the potential adverse environmental impacts associated with site development. A variety of measures, including site planning alternatives, vegetation and wildlife protection and landscaping techniques were presented. The complete text of this study is included as Appendix H of the Initial Study, and should be consulted for additional details.

With regard to vegetation, the analysis concluded that prohibitions directed at removal of oak trees, grading and disturbance to slopes in excess of 30% and to oak tree drip lines and root zones, and unnecessary removal of native vegetation should be incorporated into site designs and development criteria. Native plant re-installations in areas disturbed by grading were also recommended. Recommended Lists of such planting were included

with the analysis. No rare or endangered plant species were found to occur on the site.

The report concluded that no significant, adverse environmental impacts would result from annexation and development of the Mattie Road sites if such actions were subject to these requirements. Negative impacts to vegetation in the open space area could occur if foot traffic or vehicles were permitted in this area. This Specific Plan identifies that trails in the open space area above the 200' contour will not be permitted. In the event that the City develops a trail system in the surrounding area, this open space may be included, subject to additional environmental study.

K.5 Wildlife: Findings presented in the 1989 biological analysis determined that although minor impacts would result in loss of some small animal habitat, this impact was considered to be insignificant due to the area of the site retained in open space (approximately 75% of the site). It was recognized that the re-vegetation of the area could actually enhance the habitat opportunities for some of these animals.

No specific mitigation recommendations were made for this analysis.

K.6 Archaeology: An on-site investigation and records check was conducted in 1987 by a local archaeologist. The findings of his report noted that although the Central Coast area was frequented by the Chumash Indians, no evidence was apparent on the Mattie Road sites that cultural resources existed. Although this finding suggested that further finds were "probably" not possible, the City's experiences with cultural resources and the LCP would suggest that application of standard conditions regarding the unforeseen encounter of such materials during construction. This standard is included with the project requirements, per the LCP.

K.7 Acoustical Considerations: Two Acoustical analyses were conducted for the Initial Study. The major source of noise for the Freeway Foothills Planning Area is US Highway 101. The Initial Study recognized the need to implement site planning and construction techniques in order to reduce noise levels to acceptable standards, per the LCP Noise Overlay Zone. These standards were recommended to comply with these LCP provisions.

A noise buffer has been recommended to be integrated into the Mattie Road 50 foot visual setback, to further reduce noise levels at the residential and commercial sites. This buffer would be bermed and landscaped in such a manner so as to add noise attenuation to this area for the benefit of the nearby residential developments. Construction techniques were pointed out to be another method of noise mitigation in the referenced analyses, and further information was recommended be developed at the time of application for any unit construction in the Planning Area. The noise levels identified under the Noise Overlay Zone of the LCP were incorporated by reference into the Initial Study and will be conditions of approval for any final development plans in the annexation area.

K.8 Traffic and Circulation: Two traffic analyses were conducted for the Mattie Road projects. These studies are included in the Initial Study, and can be consulted for further information on these topics.

The traffic analyses concluded that projected ultimate traffic volumes generated by the proposed Mattie Road Annexation projects were estimated by the traffic engineers to result in adequate levels of service on Mattie Road, and at the main interchange serving this project at Spyglass Drive and US Highway 101. A 4% increase in peak hour volumes attributable to the Mattie Road Specific Plan projects could be anticipated at the Spyglass interchange, and that this level of increase would not in and of itself deteriorate current levels of service in the area below acceptable standards.

The analyses concluded that cumulative traffic volumes on Mattie Road and at the Spyglass interchange would warrant future improvements including signalization, widening of Mattie Road and the possible relocation of the Mattie Road/Shell Beach Road southbound freeway off-ramp. The Mattie Road Annexation projects shall participate in these projects in a manner consistent with City policies in effect at the time of project construction.

On-site circulation was also considered not only as it relates to impacts to adjoining Mattie Road, but as they relate to internal circulation, neighborhood integration of circulation routes, and individual project phasing options within the Mattie Road annexation territories. The internal circulation pattern was developed with these recommendations in mind. Individual phases of the project shall be required to provide at least two (2) access points to Mattie Road. These access points may need to be temporary in some instances, but will be consistent with City regulations regarding these temporary or permanent access points.

The traffic engineering conclusions reached determined that four (4) specific mitigations should be implemented with the Mattie Road projects. These mitigations are:

1. Signalization of the Spyglass Drive/Shell Beach Road Intersection;
2. Widen Mattie Road to 40' (already completed in the area of the project);
3. Re-stripe the Spyglass Drive/Shell Beach Road Intersection for increased efficiencies; and,
4. Install bicycle, pedestrian and mass transit alternatives.

The Sommermeyer analyses suggested the City consider relocation of the southbound Highway 101 off-ramp at Shell Beach Road as an additional mitigation measure to reduce potential traffic congestion

at this intersection. Relocation of the ramp was proposed northerly, to intersect with Shell Beach Road north of the Spyglass intersection. The City has determined that the signalization of the intersection of Shell Beach Road and Spyglass drive will reduce potential impacts to a degree of insignificance, thereby not requiring ramp relocation.

The traffic section of the Initial Study concluded that with these project specific circulation improvements, and appropriate contributions to the cumulative improvement projects noted in the analysis, adequate mitigations of otherwise potentially adverse traffic and circulation impacts would be accomplished.

K.9 Visual Resources: Generally, the Initial Study focused on an evaluation of the proposed project in conformity with the established residential and commercial development standards of the LCP with specific regard to the lower terrace portions of the Mattie Road Annexation sites.

This Specific Plan does not include potential development on the upper ridge areas.

When the City's LCP was certified in 1984, extensive language, analysis and criteria were established for development on the lower coastal foothills of the Freeway Foothills Planning Area. These criteria were determined to be applicable and incorporated in the plans for the Mattie Road development area. These policies and programs of the LCP are incorporated by reference in the Initial Study for the area. This Specific Plan provides these same criteria throughout the Plan, particularly as presented in Section 3.0.

K.10 Fiscal Impact Analysis: A Fiscal Impact Analysis was conducted for the proposed annexation territory based on the projected residential densities of the project. Revenues derived directly from the project were identified as they relate to annexation, subdivision and building fees associated with improvement of the property.

Annual revenues from the residential and commercial units on the proposed project were also developed.

These revenues were compared to anticipated costs associated with the City's services to the project area. Conclusions were drawn with regard to the "net" fiscal impact of the project, and recommended mitigations were incorporated into the final Initial Study.

Findings of this analysis included Special (Restricted) Fund revenues to be generated by the Mattie Road annexation, subdivision and construction on the order of $ 2.05 million. One-time and on-going revenues for the City's General Fund were estimated over the first 10 years of the project to equal $ 2.17 million. Relative expenditures on this project and its future residents over this same 10 year period by the City were estimated between $ 1.46 to $ 2.97 million, dependent upon various factors identified in the analysis.

Three scenarios were evaluated in the Fiscal Analysis. These scenarios were developed to evaluate the relative cost-benefit relationship between City revenues and expenditures associated with variable buildout scenarios in each example. The Fiscal Analysis (Section 11.0 of the Initial Study) should be consulted for additional details. The following chart describes the findings of the analysis, as presented in the Initial Study.

10 YEAR ADJUSTED REVENUE AND EXPENSE COMPARISONS - Pismo Beach GENERAL FUND

		Expenditures	
	Revenues	40% Adjusted	60% Adjusted
Straight-line Buildout Scenario	2,039,101	2,190,115	1,460,076
Variable Phasing Scenario #1	2,718,295	2,965,316	1,976,878
Variable Phasing Scenario #2	2,166,188	2,109,513	1,406,342

Recommended mitigation measures were developed to reduce the potential for negative fiscal impacts resulting from this project. These mitigations include establishing certain project features that

will be paid for by the property owners, rather than the City. Examples of these include privately maintained streets and landscaped areas in the future subdivision areas. Further examples of this include privately maintained street lighting, utilities and open space areas. The commercial acreage should be oriented to retail sales and other revenue producing retail ventures. The land uses on this parcel should be adequately situated to ensure sufficient parking and landscaped areas for the convenience and appearance of the retail operations.

Special Fund contributions as described in the Fiscal Analysis should be maintained by the City as a means to off-set any future potential negative cash flow concerns over the residential development of the sites.

K.11 Air Quality: Potential impacts to air quality by development of the Mattie Road projects were analyzed for the Initial Study analysis. Predicted Vehicle Emissions associated with the projects were identified to quantify pollutant releases and to fully analyze the resulting impacts of the project on regional air quality.

Conclusions reached in the Initial Study affirmed that the project had the potential to significantly effect the air quality of the Planning Area and immediate region. Temporary construction impacts as well as built-out impacts to the area were discused. These concerns were addressed in the context of the regional air quality problems addressed in the draft of the 1991 Air Quality Attainment Plan made available by the Air Pollution Control District.

Through consultation with the APCD staff, various mitigation measures were developed and incorporated in the final approvals granted by the City for the annexation and Specific Plan including construction mitigation measures, incorporating mass transit, bicycle and pedestrian facilities into the design of the sites, signalization (congestion management) of a key off-site

intersection, neighborhood serving commercial options for future residents and other considerations. These levels of mitigation will, in a collective context, help in minimizing project impacts and improving overall air quality options for the City and South County area.

K.12 Water Resources Analysis: Existing Water Resources are acknowledged by the City to be unavailable at the time of processing this Specific Plan to allocate to the needs of the Mattie Road Annexation residential and commercial developments. Although the City is exploring supplemental water supplies, no supplies are determined to be currently available to allocate to the Specific Plan territories to permit buildout. This situation requires the proponents of development in the Specific Plan area to "generate" their own water supplies, consistent with City policies guiding these actions, through water retrofitting of older plumbing fixtures and the replacement of potable irrigation water with non-potable supplies in order to generate water savings that can be applied to the individual phases of the Specific Plan area.

Potential demands are estimated based on a series of water conservation measures to be implemented with the development of the Specific Plan areas. These measures include "xeriscape" landscaping techniques (low water using and drought tolerant) that are detailed in Section 3.0 of this Plan. Estimated ultimate water demands for full buildout of the properties at maximum allowable densities is approximately 53 acre feet per year in water use. These figures, however, are subject to more detailed review and water use calculations during individual project phase applications. The presentation of a "Water Service Plan" detailing water use and resource plans for each phase of development was established under the Expanded Initial Environmental Study requirements on this issue.

Water service improvements including main lines, fire facilities and individual service laterals are established to ensure future

planning of each phase is consistent with the overall planning of the Mattie Road Specific Plan.

K.13 Wastewater Service Analysis: Existing Wastewater Resources were determined to be adequate in the Initial Study for the collection, transport, treatment and disposal of wastewater generated by this project. Based on anticipated water use figures, approximately 30,660 gallons per day of discharge were estimated to be generated at full buildout of the residential and commercial projects.

Present treatment plant capacity is at 1.4 million gallons per day, with daily inflows approximating 1 million gallons. Adequate treatment plant capacities were determined to be available for the full buildout of the Mattie Road projects. Existing collection and transport facilities in the Mattie Road and Addie Street areas were also determined to be adequate for the additional residential and commercial developments.

K.14 Public Services Analysis (Police, Fire and Schools): Existing resources were considered adequate for the annexation area and projects. Specific mitigations included following existing City policies regarding fire service and protection features designed into the future subdivisions and commercial/residential construction projects. School impacts were considered adequately mitigated through the assessment of construction fee charges presently in place through the state, and through future collections of property tax revenues attributable to the School District following construction.